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DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS FOR 2009

HEARINGS

BEFORE A

SUBCOMMITTEE OF THE

COMMITTEE ON APPROPRIATIONS

HOUSE OF REPRESENTATIVES

ONE HUNDRED TENTH CONGRESS

SECOND SESSION

SUBCOMMITTEE ON THE DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS

JOHN W. OLVER, Massachusetts, *Chairman*

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NOTE: Under Committee Rules, Mr. Obey, as Chairman of the Full Committee, and Mr. Lewis, as Ranking Minority Member of the Full Committee, are authorized to sit as Members of all Subcommittees.

KATE HALLAHAN, DAVID NAPOLIELLO,
LAURA HOGSHEAD, LISA PEÑA, and ALEXANDER GILLEN,
Subcommittee Staff

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Printed for the use of the Committee on Appropriations

PART 5—TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES FOR 2009

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DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS FOR 2009

TUESDAY, FEBRUARY 26, 2008.

FEDERAL RAILROAD ADMINISTRATION AND NATIONAL RAILROAD PASSENGER CORPORATION [AMTRAK]

WITNESSES

HON. JOSEPH BOARDMAN, FRA ADMINISTRATOR
ALEXANDER KUMMANT, PRESIDENT AND CEO OF AMTRAK

Mr. OLVER. The committee will come to order. Let me make a quick comment. There are a lot of other hearings going on. There are duplicate hearings, three and four of them going on at the same time and quite often there are members, who are involved with those. And so, I do not think that the number of people here represents any disinterest, but only a question of where responsibilities lie. So, anyway, with that said, let me welcome Administrator Joe Boardman and President and CEO of Amtrak, Alexander Kummant, to today's hearing on the intercity passenger rail and the FRA's fiscal year 2009 budget request.

A number of things have occurred since the last time you have both appeared before the subcommittee. Amtrak's ridership has reached almost 26 million passengers. I think I should say 25.8, in order to be one more significant figure of accuracy here, in fiscal year 2007, up nearly 10 percent from 2006. It represents the fifth straight year that Amtrak has set record after record of ridership.

At the same time, Amtrak continues to make progress in reducing capital backlog. The needs of the intercity passenger rail system remain great. Last year in testimony before the Senate, the Appropriations Committee, the Inspector General pegged Amtrak's capital backlog at about $5 billion dollars. Second, the Presidential Emergency Board, which was solely appointed by President Bush, made a series of recommendations, in an effort to resolve an eight-year long negotiation impasse between Amtrak management and its labor workforce. I am pleased that an agreement was signed between the two parties nearly a month ago and I am hopeful that the agreement sees final ratification in weeks ahead.

Finally, the passenger rail working group, a subset of the National Surface Transportation and Revenue Study Commission, issued a report recently that showed over seven billion dollars would be needed each year between 2007 and 2015—well, 2007 has now passed, so let us just say from 2008 to 2015, which would be eight years, would come to $56 billion, if my grade school math is still correct, to maintain the existing Amtrak system, number one, to continue the development of planned new corridors, two, and to create new routes to link major urban areas.

These three events, record ridership, a large capital backlog, the PEB labor settlement recommendations, and the work of the passenger rail working group should have had some influence on the President's fiscal year 2009 budget for Amtrak. Instead, we received what is virtually a carbon copy of the budget for intercity rail that was submitted last year. Once again, the President's budget request fails to address short- and long-term capital and operating needs of the system and also does not appear to acknowledge any recommendations of the President's own Emergency Board. The President's budget request would provide a total $800 million for Amtrak, which consists of $275 million for operating and $525 million for capital, plus an additional $100 million for an intercity passenger rail grant program. Even with the operational savings that Amtrak has achieved recently, over $60 million in 2006 and another $53 million in 2007, the $275 million requested in the President's budget for operating will force Amtrak to severely curtail service or shutdown, in my view. The President's capital budget request of $525 million is also inadequate and will do little to bring the system into a state of good repair.

In contrast, Amtrak's budget request of—of $1.785 billion is more than double the request of the President and $460 million more than what the Congress provided in fiscal year 2008. While I am confident the President's request is wholly inadequate to maintain a national intercity passenger rail system, I must also point out, it will be extremely difficult to come up with all of the resources that Amtrak believes it will require from the federal government. Unfortunately, the President left us a number of holes to fill, not only in passenger rail, but also with regard to funding for our airports, highway infrastructure, transit systems, and for a significant number of housing programs that serve our nation's most vulnerable populations.

I look forward to your testimony and our discussion this morning and I am hopeful that the funding priorities of the next administration will allow intercity passenger rail to be a viable part of a balanced transportation system. At this time, I would like to recognize my ranking member, Mr. Knollenberg, for any comments that he would like to make.

Mr. KNOLLENBERG. Thank you, Mr. Chairman. Which of these is better focused, this one or that one? You cannot tell.

I am going to welcome certainly to both of you, Administrator Boardman and Mr. Kummant, who is the president of Amtrak. I have, for a number of years now, had the opportunity to review and help sort through all of the conflicting evidence about intercity rail transportation and, as yet, have not seen a clear pathway forward. In many ways, it just seems as if the Department of Transportation and Amtrak exist in two different worlds. I will explain a little later. And we, in Congress, complicate this issue with an ongoing, overreaching, overarching philosophical debate about the need for a highly subsidized national rail system, as if that alone would be justification enough for the taxpayer to provide whatever increases are over what cannot be supported by revenue. And I often wondered if these different views of the world will ever find a common answer.

For example, for 2009, the FRA is requesting $900 million for the National Railroad Passenger Corporation, including no funds for operating expenses. Here is FRA's expectation and I think it sums up their view of the world very well, and I am quoting from the budget justification. "This amount would enable Amtrak's new management team to keep the trains running and act on its mandate to reshape the company."

Now, when you look at Amtrak's own proposal, which includes $525 million of operating expenses and a total of over $1.7 billion for 2009, it does not appear that the new management team has yet heard or read about this mandate to reshape the company or at least if it has, it does not consider $900 million from the Federal Government as a likely outcome for 2009 or any other year. In fact, I quote again from Amtrak's request, "Finally, and perhaps most importantly, we will have to begin the process of procuring a modern fleet, one that would allow us to support the full range of current operational needs and the needs of the year 2020."

I hope the witnesses today can show that I am wrong, but I do not get a sense that we have these—that these views are consistent. Rather, it seems that we are falling into a rut, by which I mean the DOT may now be using the mandate for change simply as a way of meeting its overall budget target and Amtrak is not taking seriously the need to change its corporate structure, target its product, streamline its workforce, and compete successfully in a rapidly changing transportation environment, as any corporation with a product to sell should, in my opinion. When either side takes the charge seriously, the result is that the Subcommittee is stuck with a large funding gap to fill every year and with dwindling resources available to fill it. In the end, we are forced to short or reduce many other worthy programs that are in great need to keep the status quo for Amtrak. I find this to be discouraging and unfortunate.

Mr. Chairman, I will have some questions for the two witnesses about the specifics of their requests and the pathway forward, but appreciate the opportunity to highlight what I think is becoming a serious budget issue for the Committee, as a difference between the two approaches to funding Amtrak grow greater and greater. And with that, I will suspend my comments and I yield back the balance of time. I look forward to your testimony. Thank you.

Mr. OLVER. I think in very similar ways, I and my ranking member are looking at the same problem. In any case, now the Subcommittee will hear from the panelists. Mr. Boardman, let us begin with you, and then we will move on to Mr. Kummant. Your complete witness statements will be included in the record. And you do not have to be constrained to five minutes. We have a little time here, but if you stay somewhere within roughly what each of us have bothered to say to you, please. Go ahead, Mr. Boardman. Thank you.

Mr. BOARDMAN. Thank you, Mr. Chairman, Ranking Member Knollenberg. My prepared comments today are not going to be responsive to some of the issues that you have raised and I will go to those during the questions and answers, if you give me that liberty.

I appreciate the opportunity to appear before you today on behalf of Secretary of Transportation, Mary Peters, and the Bush Administration, to discuss the President's budget proposal for fiscal year 2009, as it relates to the Federal Railroad Administration and Amtrak. This budget request continues to support the Administration's commitment to ensuring that the Nation's rail transportation system is safe, secure, and efficient. The requested $1.1 billion will sustain and advance FRA's mission to improve railroad safety, while providing valuable resources to ensure continuation of intercity passenger rail operations.

As you are aware, safety remains FRA's single most mission essential activity and strategic performance objective. The 2009 request includes $185 million in funds to directly support the agency's core safety assurance oversight and enforcement activities, to achieve our goals of preventing and reducing railroad accidents and incidents and contributing to the avoidance of serious hazardous material incidents in rail transportation.

Included within FRA's safety budget is $1.2 million to expand the implementation of the Close Call Confidential Reporting Pilot, also known as the C3RP program. This initiative allows FRA to more effectively leverage its resources by expanding its partnership with industry to promote risk-reduction programs on the Nation's railroads.

With regards to FRA's rail research and development activities, the 2009 request includes $34 million to support our railroad safety efforts. Of note are new initiatives that fund research in the area of level boarding to support further access and compliance with the Americans With Disabilities Act, the development of a new joint bar inspection technology, and procurement of a high-speed ultrasonic rail flaw detection system. By far, the largest portion of FRA's 2009 budget request provides $900 million in financial assistance for intercity passenger rail services, as you both already noted. This includes $800 million in direct subsidies to Amtrak and $100 million to expand the current $30 million Intercity Passenger Rail Grant Program that was appropriated for the first time last year.

In total, this funding level will support continued intercity passenger rail service, while Amtrak's management team continues to make progress in reshaping the company. This funding level encourages Amtrak to continue to undertake meaningful reforms and control spending.

The Administration remains steadfast in its desire to improve the manner by which intercity passenger rail services are provided. This necessity also includes improvements on how Amtrak provides such services and laying the groundwork for states to have a stronger role in determining the important characteristics or services that they support financially and for the participation of other entities in provision of intercity passenger rail service under contract to states and/or Amtrak.

The request includes $525 million in direct federal subsidies for Amtrak capital costs. This amount allows Amtrak and its state partners to continue to address the most pressing investment needs on the northeast quarter infrastructure, as well as the essential equipment investment. In addition, the budget includes the aforementioned, the hundred million, to expand the new Intercity Passenger Rail Grant Program, which awards competitive grants to States to finance the cost of state driven capital improvements, priorities associated with intercity passenger rail services. This program encourages state involvement in planning and decision-making for intercity passenger rail service, allowing them to identify where mobility needs justify public investment. Additionally, State involvement in planning and decision-making helps prioritize infrastructure improvements, such as stations, and lets the states assure connectivity to other forms of transportation supporting intermodalism within the state.

State involvement in funding intercity passenger rail service also provides an added discipline on Amtrak to continually seek ways to provide the highest quality of service. The notification of funds availability for this program was published in the Federal Register just a week or two ago.

The Administration's request also includes $275 million for operating expenses that are to be made available to Amtrak, as they demonstrate and achieve efficiencies. Under this account, the 2009 request proposes establishing a new competitive pilot program that will allow the Secretary to test viability of using non-Amtrak operators on selected routes to provide passenger rail services.

Finally, I would like to offer a brief update on the Rail Line Relocation and Improvement Program. As you know, just over $20 million was appropriated for this program for 2008. FRA is taking aggressive steps to implement the program and has developed regulations governing its implementation. These regulations are currently being cleared with the Administration. We expect to issue them this spring with the first grant awards under the program beginning in 2009.

I appreciate your attention. I will be happy to answer questions.

[The information follows:]

Statement of
The Honorable Joseph H. Boardman
Federal Railroad Administrator
Before The
Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
Committee on Appropriations
United States House of Representatives
February 26, 2008

Chairman Olver, Ranking Member Knollenberg, I appreciate the opportunity to appear before you today on behalf of Secretary of Transportation Mary Peters and the Bush Administration to discuss the President's budget proposal for fiscal year 2009 as it relates to the Federal Railroad Administration (FRA) and Amtrak.

This budget request continues to support the Administration's commitment to ensuring that the Nation's rail transportation system is safe, secure, and efficient. The requested $1.1 billion will sustain and advance FRA's mission to improve railroad safety, while providing valuable resources to ensure the continuation of intercity passenger rail operations.

As you are aware, safety remains FRA's single most mission essential activity and strategic performance objective. The FY 2009 request includes $185 million in funds to directly support the agency's core safety assurance, oversight and enforcement activities, to achieve our goals of preventing and reducing railroad accidents and incidents and contributing to the avoidance of serious hazardous materials incidents in rail transportation. Included within FRA's safety budget is $1.2 million to expand the implementation of the Close Call Confidential Reporting Pilot (C3RP) program. This initiative allows FRA to more effectively leverage its resources by expanding its partnership with industry to promote risk reduction programs on the nation's railroads.

With regard to FRA's Railroad Research and Development activities, the FY 2009 request includes $34 million to support our Railroad Safety efforts. Of note are new initiatives that fund research in the area of "level boarding" to support further access and compliance with the Americans with Disabilities Act; the development of new Joint Bar Inspection technology; and procurement of a high-speed ultrasonic rail flaw detection system.

By far, the largest portion of FRA's FY 2009 request provides $900 million in financial assistance for intercity passenger rail services. This total includes $800 million in direct subsidies to Amtrak and $100 million to expand the current $30 million Intercity Passenger Rail Grant Program that was appropriated for the first time in FY 2008. In total, this funding level will support continued intercity passenger rail service, while Amtrak's management team continues to make progress in reshaping the company. This funding level encourages Amtrak to continue to undertake meaningful reforms and control spending.

The Administration remains steadfast in its desire to improve the manner by which intercity passenger rail services are provided. This, of necessity, also includes improvements to how Amtrak provides such services and laying the groundwork for the States to have a stronger role in determining the important characteristics of services that they support financially and for the participation of other entities in the provision of intercity passenger rail service under contract to States and/or Amtrak.

The FY 2009 budget request marks part of a multi-year effort to reduce, and eventually eliminate, federally funded operating subsidies for Amtrak. Overall, this level of subsidy is appropriate as it provides Amtrak continuing incentive to more effectively manage costs, rationalize its services, and pursue innovations. It also expands State support for intercity passenger rail, thus putting more of the decisions on what should be operated with public subsidies in the hands of those who know best what intercity passenger needs exist and how best to meet those needs.

Amtrak Capital Grants

The request includes $525 million in direct Federal subsidies for Amtrak capital costs. This amount allows Amtrak and its State partners to continue to address the most pressing investment needs on the Northeast Corridor infrastructure as well as essential equipment investments.

Intercity Passenger Rail Grant Program

In addition, the budget includes the aforementioned $100 million to expand the new Intercity Passenger Rail Grant Program, which awards competitive grants to States to finance the cost of State driven capital improvement priorities associated with intercity passenger rail services. This program encourages State involvement in planning and decision-making for intercity passenger rail service, allowing them to identify where mobility needs justify public investment. Additionally, State involvement in planning and decision-making helps prioritize infrastructure improvements, such as stations, and lets States assure connectivity to other forms of transportation supporting intermodalism within the State. State involvement in funding intercity passenger rail service also provides an added discipline on Amtrak to continually seek ways to provide the highest quality of service. A "Notification of Funds Availability" for this program was published in the *Federal Register* earlier, and we anticipate awarding the first grant under this program later this Fiscal Year.

Amtrak Efficiency Grants

The Administration's request also includes $275 million for operating expenses that are to be made available to Amtrak as they demonstrate and achieve efficiencies. Under this account, the FY 2009 request proposes establishing a new competitive pilot program that would allow the Secretary to test the viability of using non-Amtrak operators on selected routes to provide passenger rail services.

Rail Line Relocation & Improvement Program

Finally, I'd like to offer a brief update on the Rail Line Relocation and Improvement Program. As you know, just over $20 million was appropriated for this new program in FY 2008. FRA is taking aggressive steps to implement the program, and has developed regulations governing its implementation. These regulations are currently being cleared within the Administration. We expect to issue them this spring, with the first grant awards under the program beginning in FY 2009.

I appreciate your attention and would be happy to answer questions that you might have.

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Mr. OLVER. Mr. Kummant.

Mr. KUMMANT. Good morning, Mr. Chairman, and thank you for the opportunity to testify today. As you may know and have already mentioned actually, fiscal year 2007 finished as a strong year for Amtrak and fiscal year 2008 has gotten off to a good start, as well. You mentioned the annual ridership record of 25.8 million passengers that we set last year, which was the largest in company history. We have had a record several months, and a record Thanksgiving, which are also important indicators of the traveling public's preferences and confidence. We have seen double-digit growth on many of our routes and our new corridor operations in the Chicago area have grown rapidly. Finally, as you all have been very involved with and are aware of, we have concluded agreements with most of our unions after years of negotiation. While the organizations are currently going through the ratification process, we hope our employees will find the terms of the agreements to be good and acceptable. We are following the recommendations of the Presidential Emergency Board in providing wage increases and retroactive pay to our employees and our employees will also be making contributions to healthcare.

More and more, it looks like passenger rail service has a bright future. To help shape the next few years, Amtrak is focusing its efforts on a set of key priorities. We are working to increase revenue generation on all of our operations, reduce our costs, and improve both trip times and system-wide on-time performance. We are also in the process of developing a comprehensive plan for equipment procurement in the coming years. The acquisition of additional equipment is a small component of the fiscal year 2009 capital request, but we expect it to grow as our fleet of electric engines and our Amfleet cars approach the end of useful lives.

We are also working with a number of states to grow our short distance corridor operations, increase state involvement, and develop new corridor operations in markets where the demand clearly exists. We are, however, quickly bumping up against the limits of our existing equipment capacity at a time when states are seeking new services, which underscores the need for new rolling stock.

To realize these priorities, Amtrak will continue to require a certain core level of operating assistance and capital investment from the federal government. In fiscal year 2009, Amtrak will need a total of $1.671 billion in federal assistance. Of this total, $506 million will be required to meet operating costs, $801 million will be invested in capital projects, and $19 million will be required for the funding of Amtrak's Office of Inspector General, and $345 million will be spent on debt service. All of these figures represent increases over our fiscal year 2008 spending levels and I will give you some background on them. We have provided additional detail in our legislative and grant request, which I would ask to be made part of the record.

We foresee significant cost inflation, as we see across the Nation, in several important areas in fiscal year 2009. The most significant cost will be increases in wages, benefits, and fuel. Wage increases will be a byproduct of the labor agreement and will add about $27 million to our fiscal year 2009 budget. But the largest single category of cost increases is going to be benefits. This is principally a reflection of the growing cost of healthcare. We expect our total benefits cost to rise by $50 million in fiscal year 2009 and expenses associated with medical treatment and drugs are at the core of it. If we had not obtained cautionary agreements in our recent labor negotiations, they would have been larger.

I think it is also important to mention at this point that we have a single additional expense that will come due in fiscal year 2009. As you may know from 2002 and forward, this company and many of its unions were unable to agree to the terms of contracts for our employees. In November 2007, the Administration appointed a Presidential Emergency Board under the terms of the Railway Labor Act to hear the dispute and recommend a settlement, which it did in early January of this year. The management of Amtrak has accepted this recommendation and we concluded a series of agreements with nine of our bargaining partners last month, the basis of it. The ratification process is on-going.

The PEB recommended that Amtrak make lump sum retroactive payments to its employees to effectively extend the raises it offered back to the beginning of the negotiating period and Amtrak agreed to do so. Amtrak believes, at this time, that it has a financial wherewithal to meet our fiscal year 2008 wage and retroactive pay obligations, as well as its wage obligations in fiscal year 2009 and 2010. However, the sixty percent of the back pay, which totals about $114 million, that payment that the PEB recommended be made in fiscal year 2009 is noted separately in our grant request summary on page three and is not contained in Amtrak's fiscal year 2009 operating costs. The PEB was aware that Amtrak did not have the means to pay the additional sixty percent and recommended that the decision to fund this amount lies with Congress.

To fund our fiscal year 2009 capital programs, Amtrak is asking for a total of $801 million. Of this total, we intend to use five-hundred-and-seven million to pay for the on-going state of good repair programs dedicated to the rehabilitation of our plant and equipment. In addition to meeting day-to-day state of good repair requirements, we are undertaking an ambitious capital program in fiscal year 2008. The replacement of the lift span on the Thames River bridge in New London, Connecticut, will be the centerpiece. We are planning a large-scale blitz on our New England division in June, which will undertake repair and replacement work on electric catenaries, several interlockings, and most of the smaller projects. We intend to continue our capital investment program effort in fiscal year 2009, but our program to replace the lift span on the Niantic River bridge will hit its stride. Big projects like lift bridge replacement are expensive, but enduring. We expect to complete its span to last for a lifetime. Though we have an aging fleet, we will also be spending significant capital on bringing it into a state of good repair.

We are also working to comply with the Americans with Disabilities Act and our 2009 budget includes $69 million for that effort. ADA compliance is going to be a significant challenge and Amtrak is seeking an extension of the current compliance deadline of July 26, 2010, because even if we had the regulatory guidance and resources to comply, it would still be impossible to achieve compliance by that date. Amtrak is fully focused on making its service accessible and we are pursuing compliance under the terms of ADA, but we will need additional time to accomplish that. New rules proposed by the DOT would materially change the standards for compliance under the Act with respect to station platform level requirements, would add millions of dollars to the compliance costs, and would deprive that aspect of compliance of any clarity and certainty. Even under the current law, Amtrak will need more time and more resources to achieve full ADA compliance.

On the whole, I think our projections for the upcoming year are responsible and realistic and we can accomplish what we set out to do. There are a lot of points that must be considered and the rising cost of fuel and healthcare and our concerns over the financial health of the economy will all have a bearing on our plans. We are going to need new equipment and the age of our fleet is, if not an immediate concern, certainly a future one. But from where I sit, the leading indicators continue to trend in the right direction. I believe there is a pent-up demand for intercity passenger rail service in the United States. In the coming year, we will work to inform this discussion and to meet the expectations and needs of our customers. I would like to take the opportunity to conclude by telling you how hopeful I am that we will soon have new labor agreements fully ratified. I think we are going to have some big opportunities ahead and we will need a strong, skilled, and well-trained workforce with high morale, if we are going to make the most of them.

I appreciate all of the hard work our employees put in everyday, sometimes in difficult or trying situations, and I am glad that we have been able to conclude a workable settlement and trust that our employees will embrace it. I, also, want to thank our Board of Directors, particularly Joe Boardman, of the FRA for their on-going support and their counsel. Thank you. I will be happy to answer any questions.

[The information follows:]

TESTIMONY

OF

ALEX KUMMANT
PRESIDENT AND CHIEF EXECUTIVE OFFICER
AMTRAK

BEFORE THE

SUBCOMMITTEE ON TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT AND RELATED AGENCIES

OF THE

HOUSE COMMITTEE ON APPROPRIATIONS

TUESDAY, FEBRUARY 26, 2008
10:00 A.M.
2358 RAYBURN HOUSE OFFICE BUILDING

Good morning, Mr. Chairman, and thank you for the opportunity to testify before your committee this morning on Amtrak's financial needs for FY 2009. As you may know, FY 2007 finished as a strong year for Amtrak, and FY 2008 has gotten off to a good start as well. We set an annual ridership record of 25.8 million passengers, the largest in the company's history. We had record summer months and a record Thanksgiving, which are important indicators of the traveling public's preferences and confidence. We have seen double digit growth on many of our routes, and our new corridor operations in the Chicago, Illinois area have grown rapidly. Finally, we have concluded agreements with most of our unions after years of negotiations. While the organizations are currently going through the ratification process, we hope our employees will find the terms of the agreements to be good and acceptable. We're following the recommendations of the Presidential Emergency Board in providing wage increases and retroactive pay to our employees, and our employees will also be making contributions to health care.

More and more, it looks like passenger rail service has a bright future. To help shape the next few years, Amtrak is focusing its efforts on a set of key strategic priorities. We are working on increasing revenue generation on all of our operations, reducing our costs, and improving both trip times and systemwide on-time performance. We are also in the process of developing a comprehensive plan for equipment procurement in the coming years; the acquisition of additional equipment is a small component of the FY 2009 capital request, but we expect it to grow as our fleet of electric engines and our Amfleet cars approach the end of their useful lives. We are also working with a number of states to grow our short-distance corridor operations, increase state involvement, and develop new corridor operations in markets where the demand exists. We are, however, quickly bumping up against the limits of our existing equipment capacity at a time when states are seeking new service – which underscores the need for new rolling stock.

To realize these strategic priorities, Amtrak will continue to require a certain core level of operating assistance and capital investment from the Federal government. In FY 2009, Amtrak will need a total of $1.671 billion in Federal assistance. Of this total, $506 million will be required to meet operating costs, $801.4 million will be invested in capital projects, $19 million will be required for the funding of Amtrak's Office of the Inspector General, and $345 million will be spent on debt service. All of these numbers represent increases over our FY 2008 spending levels, and I will give you some background on them. We have provided additional detail in our FY 2009 legislative and grant request, which I would ask to have made a part of the record.

We foresee significant cost inflation in several important areas in FY 2009. The most significant costs will be increases in wages, benefits, and fuel. Wage increases will be a byproduct of the labor agreement, and will add about $27 million to the FY 2009 budget, but the largest single category of cost increases is going to be benefits. This is principally a reflection of the growing cost of health care. We expect our total benefits costs to rise by $50 million in FY 2009, and the expenses associated with medical treatment and drugs are at the core of it. If we had not obtained cost sharing agreements in our recent labor negotiations, they would have been even larger.

I think it's also important to mention at this point that we have a single additional expense that will come due in FY 2009. As you may know, from 2002 forward, this company and many of its unions were unable to agree on the terms of contracts for our employees. In November, 2007, the Administration appointed a Presidential Emergency Board (or PEB) under the terms of the Railway Labor Act to hear the dispute and recommend a settlement, which it did in early January of this year. The management of Amtrak has accepted this recommendation, and we concluded a series of agreements with nine of our bargaining partners last month on the basis of it; the ratification process is ongoing. The PEB recommended that Amtrak make lump sum retroactive payments to its employees to effectively extend the raises it offered back to the beginning of the negotiating period, and Amtrak agreed to do so. Amtrak believes at this time that it has the financial wherewithal to meet our FY 2008 wage and retroactive pay obligations, as well as its wage obligations in FY 2009 and 2010. However the 60% (or $114 million) of the "back pay" payment the PEB recommended be made in FY 2009 is noted separately in the FY 2009 grant request summary table on page 3 of the leg and grant request, and is not contained in Amtrak's FY 2009 operating costs. The PEB was aware that Amtrak did not have the means to pay the additional 60% and recommended that the decision to fund this amount lies with Congress.

To fund our FY 2009 capital programs, Amtrak is asking for a total of $801.4 million. Of this total, we intend to use $506.9 million to pay for ongoing "state of good repair" (or SOGR) programs dedicated to the rehabilitation of our plant and equipment. In addition to meeting day to day SOGR requirements, we are undertaking an ambitious capital program in FY 2008. The replacement of the lift span on the Thames River Bridge in New London, Connecticut will be the centerpiece, and we are planning a large scale repair "blitz" on our New England Division in June, which will undertake repair and replacement work on the electric catenary, several interlockings, and a host of smaller projects. We intend to continue our capital investment program effort in FY 2009, when our program to replace the lift span on the Niantic River Bridge will hit its stride. Big projects like lift bridge replacement are expensive but enduring – we expect the completed span to last for a lifetime. Though we have an aging fleet, we will also be spending significant capital on bringing it into SOGR.

We are also working to comply with the Americans with Disabilities Act, and our 2009 budget includes $68.5 million for that effort. ADA compliance is going to be a significant challenge, and Amtrak is seeking an extension of the current compliance deadline of July 26, 2010, because, even if we had the regulatory guidance and resources to comply, it would still be impossible to achieve compliance by that date. Amtrak is fully focused on making its service accessible, and we are pursuing compliance under the terms of the ADA, but we will need additional time to accomplish that. New rules proposed by the DOT would materially change the standards for compliance under the Act with respect to station platform level requirements, would add millions of dollars to the compliance cost, and would deprive that aspect of compliance of any clarity and certainty. Even under the current law, Amtrak will need more time and more resources to achieve full ADA compliance.

On the whole, I think our projections for the upcoming year are responsible and realistic, and we can accomplish what we set out to do. There are a lot of points that must be considered, and the rising costs of fuel and health care and our concern over the financial health of the economy will all have a bearing on our plans. We're going to need new equipment, and the age of our fleet is, if not an immediate concern, certainly a future one. But from where I sit, the leading indicators continue to trend in the right direction. I believe there is a pent-up demand for intercity passenger rail service in the United States. In the coming year we will work to inform this discussion and to meet the expectations and needs of our customers. I would like to take the opportunity to conclude by telling you how hopeful I am that we will soon have new labor agreements. I think we're going to have some big opportunities ahead, and we will need a strong, skilled and well-trained workforce with high morale if we're going to make the most of them. I appreciate all of the hard work our employees put in every day, sometimes in difficult or trying situations, and I am glad that we have been able to conclude a workable settlement and trust that our employees will embrace it. I also want to thank our Board of Directors, and particularly Joe Boardman of the Federal Railway Administration, for their ongoing support and their wise counsel.

This concludes my opening statement. I will be happy to answer any questions you might have.

Mr. OLVER. Okay. She is working on a different keyboard than I am working on.

Mr. BOARDMAN. That is the trouble Alex and I have.

Mr. KUMMANT. That is right.

Mr. OLVER. Okay. As usual, we will take—I and the Ranking Member will take ten minutes on the first round and then we will go to five minutes.

I want to go back over this funding for Amtrak slightly. Mr. Kummant, you have asked for $1.785 billion and that includes an amount, which is $114 million, so that the comparative, without that labor accord issue to be considered, is the $800 million that has been asked by the Administration versus $1.671 or something like that. So, that is in defense of my comment that your request was more than twice what the Administration's request was and turns out at the $1.785 billion level, it would be $460 million. And that $110 million less, it would be $350 million, higher than we were able to give you in this year's budget.

Now, I usually ask Mr. Kummant, what impact an $800 million funding level would have on Amtrak's service, its maintenance and capital improvements, and this time I am going to ask you, Mr. Administrator. You were in the position of being the Administrator of the Federal Railroad Administration, which has no line authority over Amtrak. But, you have to have a sort of a sense of what our purpose is on rail issues, and I will get a little bit later again in another round of questioning. But, you have that behind you. And you are also a member of the Board. So, you are right on the Board there in an influential position. And I need to ask you, what you think would happen if $800 million was all that we did? What are the exact kinds of changes in the route structure that you think would happen, the administrative changes that would happen or would have to happen, or the vision, for that matter, of the Administration of what it ought to look like, if we were to come up with that number? We have had the same number put before us year after year after year and Congress has refused to do it. Of course, we have been operating without authorization for all of those years. So, let me give you a try on that.

Mr. BOARDMAN. One of the things I wrote down as Alex was talking was the process. And under that category, I thought about exactly what you are asking me and that is, and not the essence of what you caught and how do you do the cost structure and what happens, but as the FRA Administrator, what is my role as sitting on the Board? And it is not just as FRA Administrator, because that hat that I put on, and Alex, and the senior staff here from Amtrak can tell you, that I think I talk about putting my different hats on as I sit on the Board. And it is the safety hat. It is the hat for the Secretary. It is the hat that is the Board member, which is a Board member of a private company, a private for-profit company, and also the hat of a passenger all believer. I think that passenger rail and intercity passenger rail are particularly critical for the mobility for the future of this country and the connectivity that that brings.

So, there is a disconnect, what appears to be a disconnect, at least, in terms of what the Administration proposes as assistance to Amtrak with the intercity passenger rail. And, yet, I would say that there is an explanation for part of that disconnect. And the first explanation is that when you look at the capital side of this, there is a proposal to provide $525 million of capital money to the Amtrak. And I think when Alex and I wrote the number down, Alex, I might be wrong, but he talked about the need for state of good repair was $507 million. And I think the first piece of this, then, is when you have your safety hat on, your FRA Administrator hat on, the need for safety, the necessity to maintain a state of good repair is critical and that is reflected in what the President's budget proposes.

Secondly, the thing that I think was new last year, is still critically important for the future, and that is to bring the states into a more important role in the future of Amtrak, because whether it is you, yourself, or whether it is Mr. Knollenberg or it is others, you see the fact that there is a necessity here to get the cost and control or the balance between the cost and the expenses of Amtrak for the future. So, there is an intent——

Mr. OLVER. A more important role is to get the States to put more money in, to pay more money.

Mr. BOARDMAN. Yes.

Mr. OLVER. Okay. That is what I get from the more important role, is that they have got to put a lot more money into passenger rail.

Mr. BOARDMAN. I think that is a good question, a good point. I think the need to have a debate about that is important, because, here, a couple of years ago, there was a congressional requirement for us to go out and do a—FRA, to go out and do an access fee with the commuter railroads along the northeast corridor. And the result of that was that the commuter railroads in the states along the northeast corridor were, in fact, putting the dollars in that they needed to put in to support Amtrak and intercity passenger rail services. The fact was, and David Gunn, and I almost was going to make a joke earlier that I called Nova Scotia this morning to find out what would happen to Amtrak if you only got $800 million, but I knew what David's answer would be, so I did not call.

And so—I mean, from the standpoint of looking at the states, we have a very uneven level of support across this nation for intercity passenger rail services and that is part of what Alex is talking about, in terms of corridors, especially in the Northeast, especially in my former New York State and partly Pennsylvania.

Mr. OLVER. Okay. I guess, you would agree that there has to be a difference in the way the states fall on this. However, let me just—because ten minutes will be gone here very fairly. Mr. Kummant has asked for $800 million for capital improvements, although, apparently, from the nod that I saw when you said $25 million commented that he was asking $507 million for state of good repair, how do those numbers fit with the working groups that I mentioned, which is part of NTSB, which is also very much involved in safety issues? How does that difference in numbers allow us to get out the backlog of $5 billion, which I thought was their estimate of the backlog just to reach state of good repair? Both of you will have to comment on this to kind of explain this difference to me, in the time that we accept.

Mr. BOARDMAN. I think there is, as with everything in Amtrak and intercity passenger rail, there is no really consensus agreement that $5 billion is a right number, or if it is $7 billion, or if it is a different number of what is needed to bring the Northeast Corridor up to a state of good repair or to maintain it. I think that there has been progress made, especially in the last few years, but the progress has to go at a level, at a rate that you can actually get the work done and not disrupt the reliability of the corridor, as well. So, there is that particular part of it in this process and in this discussion.

Mr. OLVER. All right. Mr. Kummant, also, indicated that just reaching ADA compliance would cost $500 million. I think that was the number. Sometimes, I lose $500 million versus $5 billion. But, I think $500 million was roughly what was being said. That is also in there. And Mr. Kummant went through a long list of things that included the catenaries. The very catenaries on the Northeast Corridor are the one thing that allows a higher speed rail passenger system to function on those areas. And it seems to me that those are very necessary to keep going. How do we manage to even get toward higher speed rail in this country, a real passenger rail system, if we do not—if we are not able to do that on the Northeast Corridor, which carries half of all of our people? And he is saying we need $800 million to do that, to keep that up. I am still having a hard time understanding where the Administration thinks $525 million will do that, when he is saying $800 million is necessary just to keep the improvements to get the higher speed on the northeast system. And there are tunnels and bridges and so on and so forth in that area. I have gone red, but you can answer that, if you would like, either of you.

Mr. KUMMANT. Well, what I was going to say is, let me talk about areas where I actually think we do agree on. I do not want you to walk away with the impression that there is some big void here, because there really is not. Again, I take the Administration's proposal to say, "Keep driving cost reductions and keep looking for ways to create a financial structure, including the states, that is an equitable cost-sharing structure." We just cannot do it this year. That is going to be a multi-year effort.

Do I think ultimately there is a $100 million of savings in our maintenance operations? Yes, we are working on that.

Do I think this a reasonable number, $40 to $60 million in savings on our overall systems implementation? Yes.

Do I think we have to go after the $300- or $400 million in cost sharing with the States? Yes, but that is probably also a six- to eight-year type of trajectory to get there, particularly given the difficult state of the U.S. state budgets.

So, I do think there are multiple $100 million we could ultimately take out of our support number. That being said, I go back to what David Gunn estimated that the state of good repair would take about a $600 million a year funding over about ten years to catch up. The number I have in my mind is about $1.5 billion backlog in kind of day-to-day track issues and about $3 billion in major projects. So, the issue we have had over the last couple of years, we have lost ground a little bit, because we have only been funded between the $4 to $5 million level.

Mr. OLVER. Okay. I am going to pass on to my Ranking Member. I am going to have to put these questions and ask each of you to answer, because I really want to know what you think happens to the Administrative picture and the personnel picture and the restructure picture in the scenarios that we are laying out. Thank you. Mr. Knollenberg.

Mr. KNOLLENBERG. Thank you, Mr. Chairman. I am going to start off with a little waste, fraud, and abuse question. Mr. Kummant, I am continually concerned about waste, fraud, and abuse, particularly in the Federal Government, and I believe it is the responsibility of this committee to root out these problems. I would note that the subcommittee has enacted the FAR measures and asked to address problems in Amtrak. And I want to thank the Chairman for procuring those provisions in this year's bill.

I believe Amtrak has been working with the Inspector General on this. But, I have a question about Amtrak employees bringing their own food and beverages onto the train, employees that sell these items at a profit and pocket the profit for themselves. I understand there are some corrections underway. Some have been made. But, could you give me a little detail on what you have done about that issue?

Mr. KUMMANT. Well, to my knowledge, if that is going on, it only goes on at very de minimis levels at this point. We have a very effective internal Inspector General. We have worked very hard on our overall food service. We have a great and effective out source contract with Gate Gourmet. We are putting in systems on the point of purchase inventory tracking and revenue management.

Mr. KNOLLENBERG. Let me ask you this.

Mr. KUMMANT. Yes.

Mr. KNOLLENBERG. What measures, if any, are in place to discipline the employee, to punish him, or to remove him, or what? What is taking place?

Mr. KUMMANT. We have a standard procedure that we internally and our Inspector General both follow and to my knowledge, this has really not been an issue for multiple years. I stand to be corrected by my staff, but that is certainly not a significant issue, at this point. Our fundamental focus has been on the effective operation of the food service, itself.

Mr. KNOLLENBERG. I would like to have some information on it.

Mr. KUMMANT. Sure. I would be happy to provide that.

Mr. KNOLLENBERG. And I would like to see that. The GAO study on Amtrak has recommended, and I am quoting here, "We examined the entire structure,"—this is for Mr. Boardman, by the way—"We are examined the entire structure of intercity passenger rail service with the focus on optimizing its performance on benefits with the federal and non-federal expenditures." In your opinion, is this economic benefits test the best, is it the only basis on which to base decisions about a particular passenger rail service?

Mr. BOARDMAN. The answer to whether it is the best, I do not know. The answer to whether it is the only is that it is not the only and it should not be the only way to look at passenger rail service. If you will repeat, sir, the last part of that. I do not know if I picked up just exactly what the question was.

Mr. KNOLLENBERG. Well, the only thing I asked was that in your opinion, is the economic benefits test the best and only basis on which to base decisions about a particular passenger rail service.

Mr. BOARDMAN. No, I do not think economic benefits—I do not think that cost benefit analysis in this country, especially for infrastructure today, really defines what we need to maintain our mobility and connectivity for the future and it has to be other than just cost benefit. And the expectation is when you take anything forward today, that cost benefit is only one of the elements that we really look at. We, also, have to look at the strategic purpose and the necessity to connect and provide those kind of things for the future.

I had recent argument with some of the folks over at DOT in the policy area that many of our interstate highways would never have been finished had it been a cost benefit analysis that drove that, because it said do not build it on a cost benefit analysis. But, as soon as they were built, they are now full of trucks to maintain. So, no, I do not think that is the only answer.

Mr. KNOLLENBERG. If we were to adopt the GAO recommendation, the analysis is actually quite straightforward. Each rail line and the amount of service and types of service on each line, such as where to stop and how often to stop, can be evaluated and it either generates a positive return over time or it does not and is axed. However, is there any case to be made, in your opinion, that with a national transportation system, at least some benefits transcend the straight application of returns for the dollar invested? For example, the environmental cost that increased auto traffic resulting from the lost of passenger service increased congestion and other systems stress comes along, too. Can those be quantified, can those issues be quantified and factored into a benefits cost test for a specific rail line feature or features?

Mr. BOARDMAN. Certainly.

Mr. KNOLLENBERG. That is the answer? You said——

Mr. BOARDMAN. Certainly, those can be quantified. I can expand on the answer some.

Mr. KNOLLENBERG. I would suggest, is there something that you would select that might be worth pointing out in responding in writing on that issue?

Mr. BOARDMAN. Yes. I think that it is worth pointing out and I pointed it out in a recent board meeting that one of the strongest pieces of leverage that Amtrak has is their national connectivity and their connectivity to all those commuter railroads and other operations across the country and that I thought one of the critically important things for the future was for Amtrak to have a seamless payment method for the people that want to ride Amtrak or commuter railroads or intercity transit or bus services. So, just like E–Z Pass that really with a low-cost, back offish cost for Amtrak would become a revenue producer for Amtrak.

Mr. KNOLLENBERG. Let me go on to a question for Mr. Kummant. I want to challenge you a little bit about your request for a moment. Your testimony states that your request is for $1.671 billion. But, if the Committee were to provide exactly that amount, how would you pay for the 60 percent back pay that you have agreed to pay in 2009 and then what are the consequences of not providing the additional $114 million that is required? Even the detail, the justification states that these funds are needed above your request.

Mr. KUMMANT. That is right.

Mr. KNOLLENBERG. What is your—is that cost not part—why is not part of your request?

Mr. KUMMANT. I do not think it is necessary to have a semantic argument. Look, we fully support——

Mr. KNOLLENBERG. I am not asking for an argument. I am asking for why is it not—why is that cost not part of your request?

Mr. KUMMANT. Well, it is not a core operating number. That is all that was suggested. Look, we support any and all efforts to fill that gap. Our position going into the labor negotiations, particularly the last round, is entirely consistent with what the PEB stated. Our offers early on were about 40 cents to the dollar on back pay we said we could manage. So, it is simply a reflection of the fact that there is the gap and we are very supportive of any and all efforts to fill that gap.

Mr. KNOLLENBERG. Well, it is, indeed, a gap. Let me—how much time do I have? Okay. Let me go into—your testimony refers to record increases in ridership, double digit growth on many routes, higher revenues across the board from virtually every aspect of the business. Yet, your demand from the taxpayer for 2009 is nearly $350 million above the 2008 budget and you project a net loss of $500–$600 million in 2009, which is up from $457 million in 2008. Can you explain to me why all this good news is costing more and is that a long-term trend or a short-term phenomenon? I will stop there.

Mr. KUMMANT. That is a great question and, to break it into two pieces, first is the operating piece. We are in an inflationary period. There is no question that going forward with our wage settlements is a piece of that, $27 million. We are seeing fuel costs going up quite dramatically and with, again, a lot of varying forecast going forward. And, of course, medical benefits had a flat period for a while in the 1990s and, unfortunately, medical benefits costs for us are going up dramatically.

Mr. KNOLLENBERG. You have suggested that there will be deductibles and cost-sharing.

Mr. KUMMANT. That is right, even with those cost-sharing numbers. But let me, also, reflect for a moment, if you take that support number as a percentage of our total operating budget, it is actually the second smallest number in the last 5 years. We are having a very good year this year with essentially good ridership. We still see the tail end of cost containment. But, cost curves, unfortunately, have kinks. I have run many businesses where you run into that. A few years ago, we all saw the commodity price increases. I was in an electronics-based business and copper prices went shooting through the roof. There was not much you could do about that. And we are facing those same pressures today.

Mr. KNOLLENBERG. I am going to another point. I will try to get this in the time left. The budget you presented is based on a 3½ percent increase in growth in revenues, which is slightly below the 5-year average.

Mr. KUMMANT. That is right.

Mr. KNOLLENBERG. However, during the economic slowdown back in 1991, which was a mild short-term slowdown, ridership dropped by fifteen percent.

Mr. KUMMANT. That is right.

Mr. KNOLLENBERG. In today's market, is business-related travel still a dominant source of revenues for Amtrak and, overall, how sensitive are your revenue projections to the overall economy? And, finally, one of the consequences of your 2009 budget request, if that same drop in ridership, it could be worse——

Mr. KUMMANT. That is right.

Mr. KNOLLENBERG [continuing]. Which will occur.

Mr. KUMMANT. Well, that is the question. It is a great question. There are never easy answers to that. There is a fundamental approach, when you are looking at the question of what is the economy doing, and when is there a horizon effect, is there going to be a recession or not, how deep is it. The only thing you can do is pick a conservative revenue number and manage costs very hard. We are taking a lot of cost containment actions across the business today. If I turn it around, I guess I would say, what are the alternatives? The alternatives would be to actually sit here and ask you for a whole lot more money or to say, we have to——

Mr. KNOLLENBERG. You have not.

Mr. KUMMANT [continuing]. We have to initiate——

Mr. KNOLLENBERG. I am.

Mr. KUMMANT [continuing]. We have to initiate radical route reductions today speculatively, because we do not know what the economy is going to do. So, what we chose to do and, again, what I have done in many other businesses, you pick a conservative revenue ridership number, and you see the revenue number of three, three-and-a-half percent, as opposed to a seven or eight percent, because we do not know, and then you really contain your costs as hard as you can and then, we are going to have to just keep a sharp eye on it. But, if ridership drops fifteen percent, yes, we will have a tough issue.

Mr. KNOLLENBERG. I do not want to be funny, but maybe sometimes when ridership drops, maybe you would make more money than you would if it was spiking.

Mr. KUMMANT. Well, not in the Northeast Corridor, that is for sure.

Mr. KNOLLENBERG. Understand. There are certain sectors that are doing fine. Thank you, very much.

Mr. KUMMANT. Thank you.

Mr. OLVER. Mr. Pastor.

Mr. PASTOR. Good morning, Mr. Chairman. Thank you. First of all, I want to thank the subcommittee, the Chairman and Ranking Member. As I begin to learn more and more about this intercity passenger rail program that got funded, the $30 million, I think it gives flexibility to the FRA Administrator and State agencies to be able to develop planning grants and submit proposals. So, I want to congratulate you and I agree with the CEO of Amtrak, this will probably be something that is going to do well and this subcommittee may be asked to increase that amount. So, first of all, I want to congratulate you and I want to thank the FRA Administrator for allowing Mark Yachmetz and Mark Schnabel to be in Arizona. We had a great, great meeting and Arizona ADOT is coming forward with a plan, and that happened because of a conversation we had last year. So, thank you, very much, and I want to commend those two gentlemen for the fine work they did over in Arizona.

I want to talk about the PEB. As I understand, that decision came sometime in December. But, I want to ensure that since that decision was made and to date, that you have ratified negotiated contracts with nine of the unions.

Mr. KUMMANT. Actually, it is up to 12.

Mr. PASTOR. Up to 12.

Mr. KUMMANT. Because, there are unions that were not in the PEB that have already come in that we have tentative agreements with.

Mr. PASTOR. And that is for future——

Mr. KUMMANT. That is correct.

Mr. PASTOR. That is for future.

Mr. KUMMANT. It is basically the same.

Mr. PASTOR. And I guess they are in the ratification process?

Mr. KUMMANT. That is correct.

Mr. PASTOR. Do you see any problems? I am sure you keep contact——

Mr. KUMMANT. Well, not to my knowledge. It is essentially a quiet period. One does not really know. We do not expect a problem. But until it is said and done, you just sort of keep doing what you are doing until the tallies are in. But we do not really anticipate an issue.

Mr. PASTOR. In a worse case scenario, if there are some non-ratifications, do you expect then to renegotiate?

Mr. KUMMANT. Well, I think we would probably come back and sit down with you and sit down with union leadership and it may be—I do not know the answer to that. I do not want to be too speculative there. I really think we have done everything the PEB has asked us to do and I just think we will have to cross that bridge when we come to. March 10, I believe, is the ratification date for the first nine. So, we are almost there.

Mr. PASTOR. As I understand, the first installment is going to be about $76 million or around that ballpark figure.

Mr. KUMMANT. The forty percent.

Mr. PASTOR. Yes. Is it covered by your budget request?

Mr. KUMMANT. We have managed—again, we have worked—you have to put this in perspective. We have actually worked very hard. For all the comments we get about what are you doing on cost reductions, we have actually worked very hard in the last five years to even this year be able to say, “Hey, we can manage that.” So, the cost reductions that we have driven over the last five years have allowed us in fact to manage paying the wage increase out of operating funds. So it really is the result of the work that has gone on and all the efficiencies there have been made.

Mr. PASTOR. When Secretary Peters was here a couple weeks ago, I asked how is this going to be handled in 2009, and at that point, she said, because the decision came out so late—December—that the probability was it was not included. The second installment, the 60 percent, was not included in the 2009. But I read in your testimony on page five that you have put it in, oh, what account is it?

Mr. KUMMANT. Well, we have always said that the second piece, $114 million, is a gap that we within our own finances cannot close. We are supporting any and all efforts to work through that, and that is again why the contracts have a contingency piece related to that.

Mr. PASTOR. But you put it in on page three of the legislative and grant request. Now what does that mean?

Mr. KUMMANT. Well, we have not budgeted for that. We are not able to budget for that. We just referenced that. I mean, that is the gap that needs to be closed. You mean in the chart, the bottom line?

Mr. PASTOR. No, from your testimony at page five, you say——

Mr. KUMMANT. Oh, my testimony.

Mr. PASTOR. Yes, your testimony. The summary table on page three of the ledge and grant request. So is that a line item that is already funded?

Mr. KUMMANT. Oh, it is not funded. We are referencing that as the gap. That is clearly the requirement to fill the gap that, again, we identified even before the PEB, that the PEB referenced.

Mr. PASTOR. Okay, well, I am in yellow now. So possibly the employees bringing food and selling may be because of the lack of contract for the past eight years, and they are augmenting their salaries. [Laughter.]

Mr. KUMMANT. Well, you know, you will have to get testimony from them on that.

Mr. PASTOR. Well, I just thought about that. That may be a way that you can meet your 2009 back salary. Thank you, Mr. Chairman.

Mr. OLVER. Is it not the accumulation of those back salaries something close to 30 percent? I mean, just to suggest that that might be exactly true; anyway, Mr. Berry.

Mr. BERRY. Thank you, Mr. Chairman.

I believe that you testified that there were several places where you thought there was some savings. I remember one number, $107 million. Was that right?

Mr. KUMMANT. I said in maintenance processes over the next five years, we felt we could probably achieve about $100 million in savings.

Mr. BERRY. Then you mentioned another $40 million to $60 million?

Mr. KUMMANT. Well, I said we have a complete basically rebuilding of our systems infrastructure. That is a very difficult number to pinpoint to say, what are the specific savings. Because that enables really a lot of other projects to be effective. But I think if you took a rough number of $40 million to $60 million over time, I think that could be achieved.

Mr. BERRY. I would be really interested in more details about why you think that.

Mr. KUMMANT. Sure, we will be happy to provide that.

Mr. BERRY. In the time that I have been in the Federal Government, we always used this phantom number out here of waste, fraud, and abuse.

It is an old term. It still hangs around, but it seems like that never gets done. No matter what happens, there is always more waste, fraud, and abuse that somebody is referring to, and it is quite elusive. I would like to know more about it.

Mr. KUMMANT. I would be happy to do that. I have hung around the private sector for the last 20 years, and we are not allowed to do that. So I am certainly very committed.

Mr. BERRY. You are not allowed to pull these numbers out of thin air?

Mr. KUMMANT. Not entirely, no.

Mr. BERRY. Okay.

Mr. KUMMANT. We are actually called on the carpet, and it is suggested we go do other things if we do not achieve those.

Mr. BERRY. That might be a good thing.

Thank you, Mr. Chairman.

Mr. OLVER. Thank you, Mr. Berry.

You know, I do not mean for my comments to sound confrontational in any kind of a way.

Mr. BOARDMAN. I suspect that is for me then? [Laughter.]

Mr. OLVER. Well, no, in both cases, I was looking at you, Mr. Boardman. As you know, I commented that I was hopeful at some point that we would create a passenger rail that fit into a balanced transportation system. That is the way I think of it.

You have said that you are a believer in intercity passenger rail. Now you did not go on to say how it is fit into the balanced transportation system. But that, I think, is almost a given. I can almost hear it being part of that being said.

I want to get some vision out of you two here. In the ISTEA bill, now more than 15 years ago, there was a whole pattern of high speed rail corridors that were created. They have been changed a little bit, including one that I made in the northeast corridor in the authorizing bill of three years ago, and there may have probably been some others.

At that time, there were even some authorizations for programs which might have been considered as important pieces. In one of those authorization bills, and I am not sure that I remember precisely, there was a rail relocation program of $350 million per year. No money was ever appropriated for that.

But it has continued; and this past year, we started out suggesting $35 million, which you have commented on, that yes, you are there and you are working on a set of regulations to allow that to be implemented. Ultimately, we ended up having to cut it to $20 million.

Then while there is no authorization for Amtrak, the idea has crept in, in the last couple of years, for $100 million for intercity grants, state grants, which are 50/50. So it sort of indicates where you think that capital ought to have been paid for, for a national rail system, through all these states, all of them putting in 50/50 or something. I will leave you to tell me a little bit about that in the earlier question that I put forward.

Last year, we could not keep that at the level. We started out with $50 million in what the Committee came out with. But by the time conference was over, that had been reduced to $30 million. So it is only $30 million, but all of that is left as discretionary money.

I am not even sure whether that is done by you, Mr. Kummant, or by you.

Mr. BOARDMAN. Yes.

Mr. OLVER. But it would presumably have connections to our other passenger rail systems. It would be sort of silly to have it disconnected to those other things.

Mr. BOARDMAN. Let me address this, if I can. It crept in there because it was proposed by this Administration, by myself, for $100 million.

Mr. OLVER. Right.

Mr. BOARDMAN. It was to continue to move forward on some of the direct basic requirements for reform that included the states involved with this. Our proposal included a 50/50 matching, where there was a lot of debate.

I think at the time, if you remember, Congressman, that maybe it ought to be 80/20, like highways and so on and so forth. Well, my own belief was that we would get a lot more done with 50/50, because the state would actually have to put serious dollars up in order to make improvements.

But it is an incremental issue. It is an incremental way to improve railroads. But it has to get started somewhere, and you recognize that. The members all recognize that; let us get going with thing, and let us certainly find a way to advance this. It puts us on the map, so to speak, with a program that never existed before, for the states.

Mr. OLVER. Okay.

Mr. BOARDMAN. Now if you will permit me, because you are asking for some vision on how it connects and how it does not connect.

Mr. OLVER. I did not even finish my question. But that is okay. [Laughter.]

Mr. BOARDMAN. All right, let me stop.

Mr. OLVER. Finish where you are. I am going to let it pass and go on, because I am going to come back exactly where I stopped and try to tie those things together; Mr. Knollenberg.

Mr. KNOLLENBERG. Thank you, Mr. Chairman, and thanks to both of you. I know that some of these questions are difficult, but we would like to ask them anyhow.

Turning to the cost side for just a moment, and first to Mr. Boardman, DOT is proposing $525 million for capital grants to Amtrak for 2009. This can be a quick answer. How much of that do you estimate is to service the $3.9 billion in debt?

Mr. BOARDMAN. None of that.

Mr. KNOLLENBERG. None?

Mr. BOARDMAN. I do not believe, no.

Mr. KNOLLENBERG. You do not want to verify and let us know?

Mr. BOARDMAN. No, it is not.

Mr. KNOLLENBERG. It is not? The reason I am asking is because Amtrak appears to have a large amount of debt that is very vulnerable in today's market. In particular, there is almost $900 million in defeased leases that at the moment is highly vulnerable.

Specifically, I mean the AMBAC, which insured all $900 million, appears to be at risk of losing its AAA rating, because of its involvement with securities or insecurities; like, for example, the subprime mortgage business.

Given the turmoil in the industry, that is being written about every day, why would it not be in the Government's interest to eliminate that debt as soon as possible? DOT could. It could have included funds to do that, and would have still been at well below the 2008 enacted levels.

So I want to ask Mr. Kummant, what is your view on this issue; and what are the implications of Amtrak's defeased leases, if the credit rating of AMBAC is lower, through an insurance company?

Mr. KUMMANT. That is right.

Mr. KNOLLENBERG. They got into this thing a little over their heads. So how does that impact you; how severe is that?

Mr. KUMMANT. That is right. The number of the exposure is probably about $150 million. There might be about $150 million in debt that we would have to go out and pay off. It is possible.

But let me also say, if that were to happen, that is all subject to negotiation. It is not clear. We have a good record, in fact, on how we have managed our debt in the last five years. We have reduced our debt $600 million. We have added no new debt. This entire market is hardly being worked today by the letter and comma of agreement.

So $150 million is probably the worst case. But we will have to see where it goes. I mean, I think the stories on Ambac vary daily with, "Here comes the bail out" to "The bail out is not a enough; here is a little more bail out." So we will just have to see how that goes. We have outside counsel.

Mr. KNOLLENBERG. We will all have to watch that.

Mr. KUMMANT. Let me say, in general, on the debt question, we have proposed a larger debt service number, as you see. About half of that is for debt service and half is for repayment.

We would like to accelerate debt principal repayment, and that is why we are asking for a slightly larger number, to continue the good streak we are on; but also to open up some debt carrying capacity to also deal with the equipment issue we have coming over the next five years. We would like to take out $500 million in debt, over the next five years.

Mr. KNOLLENBERG. With respect to the labor agreement, as I see it, you owe $536 million in back pay, and another $86 million in additional COLA adjustments in 2009, based on the agreements about to be ratified.

Further, there is a prospect of more than a five percent increase in wages and benefits each year, into the future. Is that relatively close?

Mr. KUMMANT. It is close. I would quibble with them a little. It is more like four-and-a-half and four percent.

Mr. KNOLLENBERG. And for that, you got no changes for this decision, no changes in work rules, cut costs or run the corporation more efficiently in the agreement. Is that correct?

Mr. KUMMANT. That is correct, yes.

Mr. KNOLLENBERG. Can you give us some idea how this benefits package, if you will, compares to the Federal Service package?

Mr. KUMMANT. Well, the overall benefits package is pretty similar. I think there are some differences in medical. There probably are some elements in our medical package that are a little bit better. But they are, I would say, really in the same ballpark.

You know, again, on the overall wage issue, the two out years, I believe, are four and four-and-a-half percent; and look, we have been criticized for not exercising fully the work rules we have access to today. We certainly intend to continue to do everything we can to reduce costs, and we will have to avail ourselves of some of those opportunities.

But let me also say, I do think that it is impossible to put a number on putting this behind us, the overall coming together of management and the front lines, and the improvement in morale. But let me say that it is real, and I do expect a good couple of years of co-operation.

Mr. KNOLLENBERG. Is there any economic benefit being gained as a result of the higher employee cost, going forward?

Mr. KUMMANT. Well, I mean, I think by definition, you could say no. But I do think the morale piece is real; and at the end of the day, our employees are being paid market. We never really had a quibble with the core wage number. That was very close to our original proposal. It was our ability to manage the back pay piece that really was the sticking point for so many years.

Mr. KNOLLENBERG. Thank you; thank you, Mr. Chairman.

Mr. OLVER. Mr. Pastor.

Mr. PASTOR. I want to yield my time to Mr. Boardman and I congratulate him. Because I think what you have done, in organizing and implementing this program of providing grants to states to develop in conjunction with Amtrak and other inter-modal systems, a passenger rail system, is very important.

I think the step you took with the Ranking Member was probably a larger step than most people realize. So I would like to hear also the vision, because I think we all have a chance to utilize this grant. So I will yield my time to Mr. Boardman.

Mr. BOARDMAN. Thank you; let me go back then to where I was in terms of the incremental approach that we saw was absolutely necessary in order to make progress.

As you began to look out, what would states really use this for? What would they begin to try to do? What we found was, there were a lot of activities that could occur. One of them is perhaps a planning for a new line, such as Tucson to Phoenix.

There also was, how do we make sure that our intercity and our long distance trains stay on time? How do we get on-time performance, so that people can trust the reliability.

I think that Amtrak has done an excellent job on that, on the Northeast Corridor. They have made the changes. They have made the improvements necessary to stay on time, and they had reliability. Reliability in transportation, whether you are in a car or a plane, or a train, is absolutely critical for the future.

So there were things that the States could do, in concert with the freight railroads. Part of the discussion that you had earlier, Mr. Chairman, was in that number of $7 billion-something that Frank Busalacchi's group came up with, which was on a lot of the private railroads that are out there today, whether it is the UP, or the BNSF, or CSX, or whether it is a Norfolk Southern, is that they had always in the past made changes that accommodated freight rail, and not necessarily passenger rail.

In order to get these trains on time, they needed to make some changes. They had to have some passing sidings, for example, so that they could get by the slower freights, to get them on time, to those kinds of improvements. This program allows that, and it allows the states and/or the freight railroads to participate in this; so that there were those improvements.

But the other thing I wanted to jump to was, how do you make the larger improvement on reducing the time of mobility? High speed rail can be defined different ways by different people. It can be the Maglev. It could be a conventionalized speed rail. It could be, the Europeans talk about, that they already have a high speed rail.

I recently met with William Spur with Bombardier, who talked about his equipment being already available to do high speed rail.

We are supporting, in our research right now, the next generation high speed rail tracks that we are looking at, because of the difficulties that we had on the Acela project, and the heavy weight, and the creation of the difficulties on the tracks that were on our existing high speed rail trains.

The problem that we run into, and it is disconnect passenger rail all over the world, is that the European concept, they believe, can come to the United States, be put on our tracks, and operate on our tracks. But our tracks are freight tracks, for the most part. They are heavy freight tracks.

So the FRA has some very stringent and important safety requirements for buff strength on these trains. When you take an existing design and try to just add more weight to it, to meet our buff strengths, you run into the kinds of problems that we saw with Amtrak's Acela program.

So part of what we are also looking for is the states to work with us, in concert with us, just like when Colorado Rail Car wanted to have a new, approved rail car. They came to the FRA, and they worked from the ground up to build a train that could be used on our freight tracks, be safe, meet our requirements; and that we could expand service with that train or their DMUs.

We want the same thing for the future. So when Amtrak talks about an equipment plan, an equipment vision for the future, he is talking about two pieces of it. One is to take the equipment that they currently have, get it re-built, and use it for the future; but also to add the kinds of services that we are going to need for reducing travel time.

The reason I am talking about us reducing travel time—there is a guy who had a high speed rail program in New York called the Turbo Program. What we really began to understand is what we wanted between one stop and the next, or the full distance of the length of the trip, is to have a reliable, reduced travel time between those two locations.

It did not matter whether we were doing 115 miles an hour, 130 miles an hour, 180 miles an hour, or 60 miles an hour. In some cases, and you brought this up yourself, Mr. Chairman, we could make the most improvement by improving our time through Baltimore, in order to really improve the Northeast Corridor. That is a critical element.

But there is also a huge cost in getting those few minutes added to our time. So there are other things that can be done with this same money; this talk about working with the states.

When FRA went out and had a practical look at, for example, the alignment here just in Virginia, to improve the commuter services with VRE, what we found was, if you just raised the height of the platform, and reduce the dwell time for the trains, you actually can do more to improve not only ADA compliance, but also improve the travel time between Richmond and Washington, D.C.

So it is connected together. If you were going to jump forward and have a huge improvement, in my mind, it is a grade-separated, electrified rail service from Miami to Maine. The way you do that, and the reason you do that, is because you already have the alignment. But it is a private alignment, and we do not have the policies to deal with the private sector that already owns the lines. We have policies that we are working on that we have public sector infrastructure, that we want to privatize. But we are talking about, for the future, for rail; to have the way to find a public partnership with a freight railroad such as CSX or Norfolk Southern to make that real for the future.

It may be as simple to start with as providing a 100 year lease to move this concept, this idea forward. That is not a job for Amtrak. That is a job for us at the Federal level, to really talk about, how do we get that done for the future. It is a job for Amtrak to operate on that in the future.

When we look at what is needed first, and I know I am going over my time and I will stop, in the congestion that we are dealing with in the northeast today, it makes absolutely no sense to go from Atlanta, in aviation, to Charlotte, by way of Philadelphia, when you have a line that you could operate.

That is part of what is happening to air congestion in the northeast; is that we are going from a milk run from Atlanta into Philadelphia or Dulles, and then coming back to Charlotte to deliver the transportation service from Atlanta to Charlotte. It makes no sense. It should be from Atlanta to Charlotte by rail, and I will stop.

Mr. OLVER. Thank you; Mr. Berry.

Mr. BERRY. I do not have any more questions, Mr. Chairman, thank you.

Mr. OLVER. Ms. Roybal-Allard.

Ms. ROYBAL-ALLARD. I believe that this was mentioned earlier, and that is the fact that the Administration did not include the $114 million second payment for the labor agreement in its 2009 request. The question I have is, since it is not part of that request, how does Amtrak plan to fund the second installment of its retroactive wage increase?

For example, does the Administration plan to make a request for an Emergency Supplemental to fund the second installment; and if not, what plans does Amtrak and the Administration have to ensure that the second installment is, in fact, funded?

Mr. BOARDMAN. I will handle this, at least first. The Administration initially was told, I think it was in the $150 million level. So we look at what Amtrak has done thus in determining what those costs are, down to $114 million, I think is the number that they put in there at this point in time.

As we talked about earlier, Congresswoman, we do not have a ratification yet with the unions. So from a technical standpoint, we do not know if that really works yet, or whether it does not work.

We are not planning on proposing, at least at this point in time, anything different than what we are proposing for Amtrak funding. Yet, we understand that there is this difficulty there. We are looking ourselves at this number at this point in time to see, is there anything else that could be done at this point about these numbers, and we have not determined that there is. So, no, we are not going to propose it.

Ms. ROYBAL-ALLARD. The concern, that everybody has is that we risk returning back to the status quo of the last several years, where there is no contract and we have the threat of another strike. So this is something that does need to be looked at and hopefully resolved to the satisfaction of everyone.

Mr. BOARDMAN. I understand.

Ms. ROYBAL-ALLARD. Mr. Boardman, in your prepared testimony, you say that your 2009 budget proposes establishing a new competitive pilot program to "test the viability of using non-Amtrak operators on selected routes to provide passenger rail service."

Can you please elaborate on this pilot program, and what criteria the Secretary will use to choose the routes for the pilot projects. The concern I have is that it will be counter-productive to transfer operations of any successful routes to a pilot program that would be run by private operators.

Obviously, if that were to happen, at the end of the pilot, Amtrak's bottom line definitely would look worse, not better. Can you tell me what the plans are?

Mr. BOARDMAN. Sure, first of all, the Secretary would not choose any routes; neither would the Administrator. This is a proposal that goes back to the basic reform that the Administration has been looking for with Amtrak. That is to introduce competition to Amtrak to improve their operating position.

So that was what the proposal was. We would be looking to Amtrak to identify some places where this could occur.

Ms. ROYBAL-ALLARD. It actually would be Amtrak then that would be identifying?

Mr. BOARDMAN. Yes.

Ms. ROYBAL-ALLARD. Okay, thank you, that is all I have.

Mr. OLVER. I am going to yield, because my Ranking Member needs to leave to go some place else.

Mr. KNOLLENBERG. Thank you, Mr. Chairman. I will be fairly brief. A gallon of diesel fuel, as you gentlemen well know, has risen from $2.10 a gallon to about $3.50 a gallon in just the last two years; and you face, I believe, about $1.5 billion in the near term, to meet requirements under the ADA, which is a solid chunk. That is about right, is it not, about $1.5 billion?

Mr. KUMMANT. It depends on what base assumption you use. If you use a range, it is anywhere from $300 million to $1.5 billion, depending on what course is taken.

Mr. KNOLLENBERG. I will not hold you to that. But that is in the ballpark, is what I am trying to suggest here.

How much would the ridership have to increase to cover these costs? Have you have an idea of that?

Mr. KUMMANT. Well, at the end of the day, frankly the ridership cannot increase enough to cover that. I mean, we could grow our ridership perhaps, you know, 15 to 20 percent by 2015, and that would give us, you know, a 30 to 40 percent revenue increase. But ridership increase could not cover that total.

Mr. KNOLLENBERG. What other cost-cutting measures are available to you, to help you balance these cost increases?

Mr. KUMMANT. We are working very hard on our maintenance processes, which is a big cost, but it is also an enabler to drive more revenue, as you free up more equipment. I think long term, as Joe mentioned, the cost shift and cost sharing with the states is a path we have to go down.

Our overall systems implementation—and we have spent a lot of time with the Canadian National who went through a similar process and found it a real enabler for them to manage the business differently—is a large piece of that.

So again, I think we work on that every day. But at the end of the day, I think when large external costs are imposed, you simply cannot answer the bell on all of those.

Mr. KNOLLENBERG. Your justification also indicates that in many circumstances, you are running up against capacity limitations in key revenue-related areas, such as the Acela, and I think we were talking about that a moment ago.

Mr. KUMMANT. That is right.

Mr. KNOLLENBERG. If that is the case, why do you think you can maintain about the same level of revenue growth as you have in the past, and how quickly can you realistically increase capacity in higher revenue areas?

Mr. KUMMANT. Well, we do not actually maintain that we can keep this revenue growth going. I think that if you look over the next five to seven years, we could probably continue revenue growth at a four to five percent compound annual growth rate, with a ridership of maybe about three to three and-a-half percent. So there is a lot of price management involved in there.

For example, today, there are about three million riders on the Acela product and about seven million riders on the rest of the Regionals on the Northeast Corridor. We have to manage our pricing and do revenue management, and also attract more riders to the Regional product.

Mr. KNOLLENBERG. A final question, how much of this annual cost could possibly be passed on to the States?

Mr. KUMMANT. Well, in fact, we work this a station at a time. There are partnerships with communities, with local real estate people. The ownership of stations varies greatly. Even freight railroads have pieces of them. So every individual station has really its own financial solution. So there are a lot of different players involved in that.

Mr. KNOLLENBERG. Thank you very much. Mr. Chairman, thank you and gentlemen, thank you very much for being here today and taking all the questions. We appreciate it.

Mr. OLVER. Mr. Boardman, I am going to go back to where I was because I was sort of developing a point. I had commented about the State's matching-grant program, which we talked about, and also about the rail relocation.

The next thing that I was going to mention was the next-gen planning program. It seemed to me that those three things are the only things over the years that I have served in Congress, which just about goes about to the ISTEA date.

In fact the first thing that was being debated when I first came into Congress in 1991 was the ISTEA Bill, which carried that original high-speed rail authorization, the original set of corridors, five or so of them at that particular point. It seems to me that those are the only real things that have been appropriated for in this, and we have made no significant progress on it.

In the meantime, and maybe even before that, and over a period of time, many of the countries in Europe: Germany, France and Spain, and connections to Belgium and the Netherlands, and so forth out of France and Germany, as well as China.

China, now, I think the one working Maglev that actually functions and has been operating for a year or two for only a 30-mile distance or so from Shanghai to its airport, but it is there and it is going. I do not know of any other one that is actually taking passengers on a regular schedule. It is more in an experimental kind of a role, but there are.

France has used conventional high-speed rail on rails that go almost as fast as the Maglev, any in the same range, just about within a few miles per hour of the same range.

Now, those conventional high-speed rail systems all function on the basis that they are within 500 miles with a group of large cities that may sit 100 miles apart or so is a good place to have high-speed rail. There are strings of pearls in this country of essentially the same sort of thing.

The whole Northeast Corridor from Boston to Washington is. But, in the other direction, another 500 miles gets you to Atlanta, and you made the comment that you would like to see it from Miami to Maine, or at least Boston, let us say, because you do not have any 100,000 population areas north of cities, north of Boston.

But you would like to see that kind of a high-speed rail system that covers that, and you laid out that there are problems because it is all on private track.

Well, many of these, if not all of them, in the places that I have mentioned, at least in Europe, and I know less about say Korea, but I know that Japan has a dedicated—which is passenger rail and no freight. The extensions of Japan's core high speed rail system will be publicly owned and then contracted with an operator. That is the only thing that runs on it. It is going from these great large populations.

The other kinds of places where there are strings of pearls, from Seattle to say Vancouver, down through to Portland and maybe Eugene, to cities of over 100,000, roughly 100 miles apart, somewhere in that range, or the connections outside of Chicago, in all directions there fit into that kind of rubric.

And, by the way, it is roughly the same thing as Phoenix to Tucson, and I, too, am grateful for your sending Mr. Yachmetz and Mr. Schnabel out to look at the situation out there. I think it is a perfectly good kind of a place to go.

How do we get there? We have had 15 years. We have been stuck on trying to figure out what to do with AMTRAK and never funding it well enough to even have high-speed rail, just its major line from Washington to Boston, which is trackage that we own. We have not gotten there. Those others run on averages of 90 to 120 mph. At their tops, they are on rails that are rated for 200 kilometers per hour, I guess.

I am saying numbers too quickly I think here. But how do we get there? By the way, I have the greatest respect for both of you. This is going to have to be answered in writing, at some point, because I am already on red. But I have the greatest respect for you, and I suspect if we had you with an Administration that wanted to solve this in a realistic way, I think we might make some progress. I particularly think so because you come out of New York. You could not come out of New York without having some understanding of this situation.

And what a huge amount of traffic in the air space which is more than doubling over the next 10 or 15 years in what you described from Atlanta and Charlotte and Philadelphia, and that whole corridor along that way that I described south from Washington to Atlanta.

I have not given you any time to answer at all. I will pass on to Mr. Pastor at this point. You will get a chance, though.

Mr. PASTOR. I will help you with the answer. Let me go back. It is a step that this subcommittee took to allow the FRA Administration Office and the state, and the state with all its stakeholders, which includes brake lines that are involved in the state; and, in Arizona, the two that are there are in a dilemma because they have so much cargo coming from Los Angeles and the Long Beach Port, coming through Arizona, so they are retracking. They are looking at what their future needs are going to be. You have the need to connect Maricopa County with Pima County, with Pinal County in between. That is going to be, if not the fourth, probably the fifth, mega-city. When you talk about mega-cities, it is going to be a mega-city, so now is the time.

You, the subcommittee, have been given the opportunity for the FRA Administrator and the state, with its stakeholders, to meet and begin saying, incrementally, this is what can be done. This is what is available, with the Indian tribes, with the State trust lands, with the cities and towns in between, with the counties, to begin developing a plan.

That is what it can do. The first step is going to be: developing a plan. It brings in all the stakeholders. Once you connect, then you start talking about how this links up Tucson with Amtrak; and the possibility of another Amtrak in Maricopa County.

So this step, where you said: We are not going to look to Amtrak to do the planning of future sites and what it is going to look like, but it is going to be the Federal Government, the FRA Administrator, and the State, and its stakeholders, to come together and begin planning. It is going to be incremental.

But I will tell you what: It may be a dedicated line, and that dedicated line is going to be a string of pearls, You basically have allowed them to take that first step to say: You guys begin working towards the future.

I am just going to——

Mr. OLVER. Would you yield?

Mr. PASTOR. I will yield, yes, as long as you want.

Mr. OLVER. I just want to know: Mr. Boardman, have you made a commitment to do the Tucson-through-Phoenix route?

Mr. BOARDMAN. No, no, no.

Mr. OLVER. Among the first group that you have—you do not have to answer that.

Mr. PASTOR. No, mostly Mark did. No, they have not. But what I have learned from having this meeting is that, for the first time, you have the ability of the Federal Government to meet with the State, and talk about a relationship to deal with rail. That has never happened before.

You do with all other modes of transportation, and now is the first time that we have taken the step to say: The state has the ability to plan with the FRA Administrator to develop a plan that affects the State, but connects to this National railroad system.

By taking that step, you now have states, and you will have states coming up and saying: Hey, we can connect. A plus would be that we will connect to Amtrak, or we can build this line, but 50–50, whatever the match is.

I think that step you took is a major step because now you have the states and the railroad administrators working together.

But it is interesting. I was looking at the energy consumption per passenger mile. Domestic airlines: about 3300 Btus; Intra-city buses: 3500 Btus; Amtrak: 2100 Btus; autos: 3500 Btus.

As you develop, the new rail, along with the electric locomotives, it will become more efficient. Not only would you connect the nation it will be more energy efficient, I think that is going to be another plus in this whole system.

The more I learned about the system the more impressed I was that this is the first time that we have developed this model, where we allow the FRA Administrator an increased role—before they had to go to Amtrak, and Amtrak had to make those decisions where the lines would go.

Now, it is between the FRA Administrator and the State to determine this. I think it was a great step that you took, and I want to congratulate you and recognize you for doing it.

Do you want to comment on the energy efficiency while I have the time?

Mr. KUMMANT. Let me say: I think a critical framing for transportation overall is, first of all, all the dialogue needs to be on a multi-modal model. What are the trade-offs between highway, rail and air? How do those align?

Second is overall framing. It is difficult to do, but it is so necessary today. We are in an infrastructure crisis. We are in a transportation crisis. Infrastructure, mobility, environment and energy are all linked. It is all one package today and that is something we, collectively as a nation, really need to come to grips with and think through.

Finally, I look at our air-rail-share numbers, which we track on the corridor. For example, New York to DC, in the fourth quarter of 2007, we had 61% of that travel share, if you put air and rail together.

Even Boston to New York, where we are not quite as competitive, in the fourth quarter, we had 47% of that share. To steal Joe's thunder, we need to look at electrifying from DC to Richmond, then Richmond to Charlotte. Then we need to look at St. Louis-Chicago; we need to look at Las Vegas-L.A. There are opportunities out there, and there is a lot that we can do at 100 mph. It does not need to be 200 mph plus.

You asked Mr. Boardman about the commitment between Phoenix and Tucson. I can use his support, but I need your commitment. [Laughter]

Mr. OLVER. Okay. Mr. Berry.

Mr. BERRY. Mr. Chairman, if we are giving away railroads, I want to sign up for mine.

Mr. OLVER. What is Little Rock near to?

Mr. BERRY. I do not know, but we will find something.

Mr. PASTOR. They gave a bridge at Thunder River.

Mr. BERRY. We do have Amtrak corridors in the First Congressional District of Arkansas. We are thankful for it, and we are glad we have it.

I have so psyched myself with the remarks of the distinguished gentleman from Arizona, we do need to work together. If we do not, we are going to pay a big price in this country, in the years to come, for not taking care of our infrastructure. We cannot be a successful Nation with our infrastructure falling apart. We all know that. That is one of the reasons we are on this Committee. Thank you.

Mr. OLVER. Mr. Wolf. I think Mr. Wolf probably has a good Maglev project for you guys.

Mr. WOLF. I have no questions. I am filling in for Mr. Knollenberg. He is at the other Committee.

Mr. OLVER. You do not even want to talk about Dulles?

Mr. WOLF. Well, we are hopeful that the Dulles project will go forward——

[Laughter.]

Mr. OLVER. Depending on what funding comes with it.

But I suppose it could conceivably fall into the idea of going from Washington to Dulles by an arrangement that was made with the Federal Transit Administration.

Mr. WOLF. Well, it could be, although I think we have a pretty good proposal now, Mr. Chairman, to take it to Metrorail.

Mr. OLVER. If you can get it through Metro, okay.

Mr. WOLF. Thank you.

Mr. OLVER. Well, look, I went on for a long time before. I would ask either of you who wishes to comment to that. We are sort of running down here and most of the questions that I had have been asked by someone else. but I would like to see what it is we need.

What do we need to do to—first, do you think we really ought to make the commitment to get the passenger rail in these kinds of corridors that I have described as strings of pearls, and I only mentioned a few of them.

What impact do you have in thinking about what happens to our idea of long-distance trains? What is in the back of your minds? What do we do with them?

Mr. BOARDMAN. Alex has some thoughts that I am sure he is going to share with you in a minute. I have asked him for two minutes. I know I have used up some time previously, but let me just answer.

Your question was: What do we do? Where do we go?

Let me say to you that it is not just the price of fuel. Six years ago when this whole reform process started, we had a barrel of oil at $27. We are now at $100. So we have some major changes that have occurred, I think, globally for us for the future.

So where do you start? You start by reducing the cost with electrification to the extent that you can. You start by changing the way that you charge for the use, yourself and others. You base it on time, which is the biggest constraint that we really have.

You begin to look at separating the freight from the passenger as much as you can. You cannot do it totally, but you should do it as much as you can. But have that common use because that is the only way you are going to be able to efficiently afford to make the changes that you are really looking for.

You celebrate the successes, and we have had successes. Some of us talked about some of them this morning in terms of what has happened with their market share between New York and Washington, and between New York and Boston, and the reliability of it as well.

You focus on the places that are going to be successful, and he also identified those a couple of minutes ago but I will not go back through them.

And you do not believe that congestion is totally bad for the economy because it is a damn good measure for us that we are still doing well as an economy to have this kind of traffic out there. You do not want to disturb that as well. That is all I have.

Mr. OLVER. You mentioned the oil increase. I take it you were saying that the cost of oil, being what it is, is going to have an affect upon air travel and on highway travel?

Mr. BOARDMAN. It already is having an affect on foods in our stores.

Mr. OLVER. I am sure, of course.

Mr. BOARDMAN. It affects everything.

Mr. OLVER. Are you saying that, relatively, the cost of those are going to be less compared with the cost of rail if we do the rail correct?

Mr. BOARDMAN. I am not sure I have understood the point. But if we do rail correctly, long term, how do we reduce the energy use is electrical——

Mr. OLVER. Okay, that is what I was trying to get at.

Mr. BOARDMAN. Maybe it was maladroit in the way I was trying to get to that point.

My relative position, in essence, over time, with the cost of oil, the cost of road travel and air travel is going to continue to go up and it will be lesser because you are not expecting to go through all of that oil usage.

I think we have an obligation to do electrification where it makes the most sense and where it is going to be successful.

Mr. OLVER. Yes.

Mr. BOARDMAN. I think we ought to fund the corridors on the Northeast Corridor.

Mr. OLVER. Yes.

Mr. BOARDMAN. And I do think that we need to get to a high-speed rail in those places where we really mean to do improvements in the 90 to 120 average.

Otherwise, if you are much less than that, if you are back on rails that are mixed with freight, and on rails that are at a maximum grade rating of 79 mph, you are going to be having average speeds which are less than what you can do on an interstate system.

I have already taken too much time.

Mr. OLVER. That is quite all right.

Mr. BOARDMAN. It seems to me it is about national political lift. So we can show people some real trains and some real quarters out there. Again, at the 100 to 110 mph range.

For example, St. Louis-Chicago, there is a fairly sparely used UP line that is in good shape where we can go 110 mph. And with maybe less than $100 million of infrastructure improvement, there is some signaling, some crossings. If we got a wonderful European train as a demonstration, it would sell out, it would sell out.

And I think there is an opportunity to take Detroit to Chicago. We own and operate 96 miles there where we can go 110 mph. That would be more money. It is very congested from Indiana into Chicago. But, let us say for less than $1 billion, you can have 100 mph travel between Detroit and Chicago.

You look out west, in Vegas-L.A. there are opportunities. So if we went out and targeted individual corridors, and just showed people what could truly be done, you could over time develop the political lift to then say: Okay, let us really grade separate and let us develop the 150–200 mph trains.

But I think there is an intermediate step that can really gain dividends.

Mr. OLVER. Okay, thank you very much.

Mr. Wolf.

Mr. WOLF. Thank you, Mr. Chairman. I wanted to ask you one question, and it is one that I have strong support on.

From the years when I was chairman of this committee. The one question that I have wanted to ask you, though: I was taking rail. I take the Metroliner up to Philadelphia where I am originally from. My family has lived there, and up to New York City.

It went through my old neighborhood the other day. I was looking out and the filth, the garbage on the sides of the track. Has there ever been a program, certainly on the Northeast Corridor, whereby there would be a time when you can clean up some of the garbage, and the cans, and the paper, and all the filth along there? Is there any program to look at that?

Mr. KUMMANT. We actually work at that, probably every day. It is a significant issue. It is all about money. It is all about manpower.

We usually have to divert maintenance-of-way people who are laying new rail or ties to do that. But we do have to do that, and various areas are better or worse than others. It is just something that you have to keep up with.

Mr. WOLF. How do you compare it today versus say the way it was ten years ago?

Mr. KUMMANT. I would have to ask my colleagues on that. I think we have actually made progress, I think people would say.

We have worked on that very hard. If I may say so, I cannot resist but that happens to be a work rules issue as well. If we could out-source that, it could be done.

Mr. WOLF. Why must you out-source that?

Mr. KUMMANT. Because, basically, we end up in long conversations with our unions on whose work it is; and how to get that done. It is one of those typical friction points that we have.

Mr. WOLF. Okay. Again, I appreciate the job that Amtrak does, but I just think that to clean-up some of those areas would make a tremendous difference. When you ride in a train in Europe and you look out, you do not really see the scene as you do up in our region.

Mr. KUMMANT. That is right. There is, of course, a different legacy there. We do have a freight legacy, and an entirely different kind of environment that those trains are going through. Okay, Penn Coach Yard Cleanup.

There have been significant individual clean-up efforts, but it is a problem and it is something that we keep working.

Mr. OLVER. Okay.

Mr. KUMMANT. Thank you, Mr. Chairman.

Mr. OLVER. Ms. Kaptur.

Ms. KAPTUR. Hi, Mr. Chairman. I apologize for not being here earlier. We had a concurrent Defense subcommittee, a meeting on defensive missile capability. Now, we are into offensive transportation capabilities, so it is good to be here this morning.

Welcome, gentlemen. I will try to be brief. I am from the northern part of Ohio, and represent the longest coastal district in Ohio. Amtrak is very important to us. Our private railroads are very important to us.

Right now, freight is trumping passenger service, and passenger service has really gotten horrendous. Our passenger-rail service is severely degraded. The options for rail travel across our region used to be pretty significant even going to Chicago.

But if I want to take a train today from Washington back to my home town of Toledo, there are just two available options. The earliest, getting to Toledo at 4:56 a.m. tomorrow morning. I have done that one. Otherwise, I would need to travel through New York City, which is a lengthy diversion.

So my question, which I do not expect you to answer, is: How much worse can it get? And how can we treat passenger rail more robustly in the same way as we have special assistance for our airlines and airline ticket fares, which we helped to invest in the system?

If one looks at vehicular transportation and the gas tax, for example, we do not have revenues sources going into passenger rail at the same level, so I am interested in your thoughts about how do we make the funding system more robust?

Also, let me just share a thought. I keep looking at the whole system, whereas our dear Chairman worries about the east coast, I have to selfishly worry about our corridor by the Great Lakes.

And I always hear Detroit-Chicago, Detroit-Chicago. What about Pittsburgh-Cleveland-Toledo-Chicago?

And involving the Governors of Pennsylvania, Mr. Rendell is very interested in passenger rail; the Governor of Ohio, who is one of our former colleagues here, Mr. Strickland; the Governor of Indiana and the Governor of Illinois, who was also one of our former colleagues here.

My thought is: I represent the Turnpike. We send cars down the Turnpike with tolls. What if we were to use that easement because we have all these conflicts with freight right now? So, even if you used existing track, you cannot move passenger trains. What if we were to get those governors together, and our port authorities together, and look at a blended system for some type of high-speed passenger transit across our region, using the respective state-bonding authorities along with what you already do?

I keep looking at our Turnpike and thinking: My gosh, I represent Cedar Point. We have got these mono-rails and every other ride that goes up in the air over there. Why cannot we just make it horizontal and take it from Pittsburgh to Chicago using some of those existing right-of-ways?

But that is not the way the studies have gone. The studies are looking at fixed bed, and, you know, the traditional way of thinking. But what if you were to look at segments? And get the respective players, look at revenue sources from that, and try to get something that really works rather than having a system that is cobbled together?

And, frankly, with Canadian rail being right over my district in Canada, are there any across-lake or around-lake systems that we could conceive of?

If you are ever interested in having that discussion with public officials from our region, or our port authorities from that region, look at our combined bonding authority. I think it is a discussion that we ought to have because the current system just is absolutely not working for the convenience of passengers. It keeps bumping up against rail.

I extend the hand of friendship, and would love to have that type of discussion in our region, and would work with you. I cannot guarantee the governors' time but I think we could get the governors from the region and take a look at this issue of a high-speed rail corridor.

Mr. Boardman.

Mr. BOARDMAN. Do you want the answers?

Ms. KAPTUR. Yes, but I want to ask my second question and then I will listen to the answers.

For the FRA, we need help in making these private carriers responsible. Some of our worst railroad bridges, literally, I can take you to my district and chunks are falling off of these bridges onto the streets where kids walk under these trestles to get to school. CSX is one of the worst violators. I hope there is somebody from their organization in the room today because I want you to hear me say that on the record. They should be fixing up their property. How can we work with you to get these companies to do maintenance, especially when they are making huge money, you know, their profits annually? How do we get them to be community responsible? How can you help me do that in my region? I will take you to specific places in my district that are terrible and need to be repaired.

Those are my two questions.

Thank you, Mr. Chairman.

Mr. OLVER. Thank you.

Mr. KUMMANT. I will just take two minutes, Joe.

Mr. BOARDMAN. You have got it.

Mr. KUMMANT. First, let me say the areas there are dear to my heart. I grew up in Amherst and sailed on Lake Erie many years. I worked for the original Sohio before the BP America and I still know a lot of people of that refinery, so I know that area well.

My father also lives in Pittsburgh, and just getting in to D.C., and when I send him back, he gets to Pittsburgh at like I think it is 11:30, or 11:45 p.m. It is a difficult route to serve western Pennsylvania and Ohio.

Number 1, I hear you. Number 2, we are in conversations with 36 different states. I think we are really trying to move the ball in terms of our ability to pivot. We have been saying for a year the state DOTs are our future, so we would welcome that discussion.

Thirdly, if anybody——

Ms. KAPTUR. May I just interject, Jolene Molitoris, the former FRA Commissioner, is the chair of our Rail Commission in Ohio. We have special assets in place that were not there before.

Mr. KUMMANT. I am on the Visiting Committee of the Case School of Engineering, where we are talking about all these things. How can we, in Ohio, work on infrastructure, on energy, on transportation from the point of view of the Engineering School at Case? I am very much with you on those.

Ms. KAPTUR. What a gift. Maybe this is why we are here today.

Mr. KUMMANT. Finally, I would say if you all were to come up with a dedicated funding source, we would say wonderful. I think that is one of the issues that turns us into such a political football—because of the annual kind of appropriation cycle that I think creates such political tension.

If there were at least a partial dedicated funding source for a baseline, I think that might defuse some of the political intensity around us because we are such a large discretionary spending piece.

Ms. KAPTUR. Mr. Kummant, could you suggest for the record, or privately, knowing the system as well as you do, what would be the likeliest options for that?

Mr. KUMMANT. Well, there again, unfortunately here I will claim to be the private sector industrial guy. I am not a budget expert. I am probably not that good.

We can certainly chat with your staff about that, but I would suspect your committee probably has more solutions on that front than we do, but we can certainly proffer some thoughts.

Ms. KAPTUR. Thank you.

Mr. OLVER. Joe, I think your penciled note was great but I have to go.

Mr. BOARDMAN. Well, we are well over. But let me just say this: We will have our staff reach out to your staff and identify the difficulties that you are talking about and have a discussion with you.

Ms. KAPTUR. Thank you very much.

Thank you, Mr. Chairman and members.

Mr. OLVER. Thank you. Let me say that I am going to offer one question to you in writing about the 100,000 rail bridges, related to those all over the country. It clearly is a problem, and there will be some questions that staff is going to try to put in a little bit more coherent manner from my earlier comments.

Otherwise, thank you very very much for being with us today. We will adjourn the hearing.

QUESTIONS FOR THE RECORD
CHAIRMAN JOHN OLVER

CLOSE CALL CONFIDENTIAL REPORTING SYSTEM (C3RS)

QUESTION: FRA has one C3RS pilot under way with the Union Pacific Railroad in North Platte, NE and two more pilots will come on-line sometime during FY 2008. Where will these other pilots be conducted, when can we expect them to begin and how will traffic volume (by car movement) compare in future pilots?

RESPONSE:

On March 31, 2008, Canadian Pacific Railway (CP) yard and road service employees in the Chicago Service Unit (covering Locomotive Engineers and Conductors working between Minneapolis/St. Paul and Chicago but not including the terminals of St. Paul or Chicago) will become the second pilot site for the C3RS project. Alaska Railroad (AKRR) will be the third pilot site and is expected to come on-line by December 2008. At the North Platte, NE site there are approximately 1500 employees. The CP site will add approximately 350 employees to the project, and AKRR will add approximately 500 employees. We assume that traffic volumes at each site will be proportional to the number of employees at each site. We do not collect that information because project metrics (e.g., number of reports per day) are primarily determined by the number of employees available to make reports to the system.

Name: Tamara Keller and Thomas Raslear
Date: 7/9/2008
Subject: FY09 House Appropriations QFR #14

RULEMAKING: FINAL REGUALTIONS

QUESTION: Please list all final regulations, ANPRMs, NPRMs and any new regulatory projects issued or pursued since last year.

RESPONSE: Following is a list of all final regulations, ANPRMs, NPRMs, and any new regulatory projects issued or pursued since FRA last reported in May 2007.

Final Regulations

- Use of Locomotive Horns at Highway-Rail Grade Crossings; Technical Amendments to Appendix D; direct final rule published 08/09/07 (72 FR 44790). (Confirmation notice with same title that FRA did not receive any comments or requests for an oral hearing on this issue published 10/18/07 (72 FR 59019).)

- Adjustment of Civil Penalties for Inflation; final rule published 09/06/07 (72 FR 51194).

- Locomotive Sanders; final rule published 10/19/07 (72 FR 59216).

- Adjustment of Monetary Threshold for Reporting Rail Equipment Accidents/Incidents for Calendar Year 2008; final rule published 12/28/07 (72 FR 73650).

- Passenger Train Emergency Systems; Emergency Communication, Emergency Egress, and Rescue Access; final rule published 02/01/08 (73 FR 6370).

- Railroad Operating Rules: Program of Operational Tests and Inspections; Railroad Operating Practices: Handling Equipment, Switches and Fixed Derails; final rule published 02/13/08 (73 FR 8442).

Interim Final Rules

- Hazardous Materials Security Rule – Toxic Inhalation Hazard Routing; NPRM published 12/21/06 (71 FR 76833); interim final rule in clearance in the Executive Branch.

Notices of Proposed Rulemaking (NPRM)

- Passenger Equipment Safety Standards; Front-End Strength of Cab Cars and Multiple-Unit Locomotives; NPRM published 08/01/07 (72 FR 42016).

- Electronically Controlled Pneumatic Brake Systems; NPRM published 09/04/07 (72 FR 50820).

- Improving the Safety of Railroad Tank Car Transportation of Hazardous Materials (SAFETEA-LU, sec. 9005(b) (49 U.S.C. 20155(a)), with Pipeline and Hazardous Materials Safety Administration (PHMSA); NPRM published 04/01/08 (73 FR 17818).

Other

- Proposed Revisions to the Schedules of Civil Penalties for a Violation of a Federal Railroad Safety Law or Federal Railroad Safety Regulation; proposed statements of agency policy (schedules of civil penalties) was published 12/05/06 (71 FR 70589), but supplemental proposed statements of agency policy (schedules of civil penalties) are being drafted because the separately mandated increase of ordinary maximum civil penalty from $11,000 to $16,000 made original proposal obsolete.

New Regulatory Projects and Programs in Development

- General Passenger Safety Review; platform gap management, pedestrian safety in station, boarding and alighting.

- Proposed amendments to FRA's Regulations Governing Loans and Loan Guarantees under the Railroad Rehabilitation and Improvement Financing Program at 49 CFR Part 260; an NPRM is being developed.

- Grant Program for Local Rail Line Relocation and Improvement Projects (SAFETEA-LU, sec. 9002, 49 U.S.C. 20154); NPRM published 01/17/07 (72 FR 1965); draft rulemaking document is currently under Departmental review.

- Passenger Train Emergency Systems. Follow-up NPRM to 2/08 final rule on subject, under development.

- Medical Standards for Safety-Critical Personnel. Tasked to Railroad Safety Advisory Committee.

- Front-End Strength of Cab Cars and Multiple-Unit Locomotives. Final rule in development.

- Hours of Service Electronic Recordkeeping; NPRM being developed.

- Accident/Incident Reporting Amendments; misc. reporting guide revisions. NPRM in final stages of development.

- Revision of the Roadway Worker Protection Rules. NPRM is being drafted.

- Vehicle/Track Interaction. Proposed revisions to 49 CFR Parts 213 and 238, principally regarding high-speed passenger service, under development.

- Railroad Safety Enforcement Procedures; Appeal and Hearing Procedures for Rail Routing Decisions Pursuant to 49 CFR 172.820 (companion rule to PHMSA Rail Security/Toxic Inhalation Hazard Routing Rule). NPRM in coordination.

- Locomotive Horn Rule amendments; resolution of excess risk estimates. FRA is planning to issue final rule amendments that will amend 49 CFR Part 222 to provide an excess risk estimate for grade crossings that are currently subject to FRA Emergency Order No. 15.

- Locomotive Safety Standards; General Revision. Phase I complete with publication of locomotive sanders final rule 10/19/07 (72 FR 59216). Phase II–General review of 49 CFR Part 229 underway.

- Safety Appliances/Freight. Draft NPRM under development.

- Review of Rail Integrity and Concrete Crosstie Safety.

- Amendments to requirements for plans for track constructed with continuous welded rail (49 CFR 213.119) by explicitly requiring that track owners provide FRA with proposed revisions to their plans before the revisions would become effective. Under development.

- DOT's FY 2008 Appropriations Act included funds that FRA plans to use to finish conducting research to assess conditions for the safe transportation of spent nuclear fuel. FRA plans to complete the necessary research on the optimum train consist makeup for a dedicated train hauling spent nuclear fuel. DOT expects to issue an NPRM in FY 2009.

HIGH- SPEED RAIL

QUESTION: Please describe the status of all current and planned Maglev projects.

RESPONSE: There are five proposed maglev projects that have received Federal funding in recent years. They are all in a "preliminary study" phase, although some are more advanced than others.

Pennsylvania Project

The Pittsburgh Maglev Project is a 54-mile four-station system linking Pittsburgh Airport, downtown Pittsburgh, and the eastern suburban centers of Monroeville and Greensburg. Project sponsors are the Port Authority of Allegheny County (PAAC) and their private partner Maglev Inc. Maglev Inc. is a corporation organized to manufacture, install, and operate a maglev system in Pennsylvania and to develop precision maglev fabrication technology. The Pennsylvania project was selected for further evaluation in the Maglev Deployment Program by DOT in 2001 because it showed no major weaknesses and showed significant strength in most of the Program evaluation factors.

The estimated cost of this project is \$3.7 billion, which assumes \$1.6 billion in Federal grants and loan guarantees; \$575 million in State and local grants; and \$1.525 billion from tax-exempt revenue bonds and private equity. Cooperative agreements between FRA and PAAC have obligated \$19.7 million in Federal funds from program appropriations. Matching funds from PennDOT and private partners have added \$7.3 million. Nearly \$26 million has been spent on preliminary engineering, ridership, and environmental studies. Approximately \$1 million remains unexpended.

On August 15, 2006, FRA signed a cooperative agreement with PAAC obligating approximately \$962,000 in additional funding towards completion of the Final Environmental Impact Statement (FEIS). In late March 2007, PAAC sent the administrative draft FEIS for review to FRA and PennDOT. FRA has recently returned it to PAAC with numerous comments and is waiting for a revised submission.

Maryland Project

The Maryland project is 39.1-miles long and connects Baltimore's Camden Yard (a sports complex and convention center) and Amtrak's Union Station in Washington, DC with an intermediate stop at Baltimore-Washington International (BWI) Airport. In 2007, the cost of this double guideway project was estimated to be $5.1 billion. This amount is slightly higher than the initial 2002 estimate of $3.7 billion.

The Maryland project was selected for further evaluation in the Maglev Deployment Program by DOT in 2001 because it had no major weaknesses and showed significant strength in most of the Program evaluation factors, including projected ridership. Approximately $17 million has been spent, most on preparation of the EIS. Of this amount, $12 million were Federal funds and $5 million were matching funds. Only $1 million remains unspent.

The Draft EIS was released in 2003, and due in part to community opposition, the Maryland Legislature prohibited the use of state funds on the maglev project. From 2006-2007 approximately $1 million in Federal funds have been used to advance the Final EIS.

Nevada Project

The Nevada project is conceived as a 269-mile system that connects Las Vegas, NV and Anaheim, CA, with intermediate stops in Primm, NV, and Barstow, Victorville and Ontario, CA. The first 34.8 mile long segment between Las Vegas and Primm, NV, at the California state line was one of seven qualified projects considered by the DOT in the Program. In 2000, the Department determined that the project, as proposed, would not serve an identifiable transportation service and was not selected for further study. Since then, Congress has enacted limited funding for the project.

The principal project sponsor is the California-Nevada Super Speed Train Commission, which is a Non-Profit Public Benefit Corporation in California and a State Commission in Nevada. The Director of Nevada DOT is on the Commission's Board of Directors. The Commission has a longstanding Public-Private Partnership with American Magline Group (AMG). AMG is a joint venture that includes General Atomics, Parsons Transportation, and Hirschfield Steel.

Currently, the focus is on completing an EIS for the Las Vegas to Primm segment. The projected cost for this initial segment is $1.3 billion and the projected cost for the total project is $12.1 billion. Approximately $8.2 million in Federal and matching funds have been dedicated to the project and in April 2007, FRA and NDOT signed a cooperative agreement obligating an additional $960,000 in FY 2005 funding that will go to continuing work on the EIS.

In early March 2007, in anticipation of that cooperative agreement, NDOT hosted a kick-off meeting with CalTrans, URS Corporation, Transrapid, AMG, the Commission, and FRA. At that meeting, the parties discussed how to proceed with the available funding and reiterated the various roles. In the interim, a private group has proposed a traditional steel-wheel high-speed service between Victorville, CA and Las Vegas, NV, which is drawing political support.

Georgia Project

The Georgia project proposed for the Maglev Deployment Program was a 32-mile initial segment from Hartsfield Airport to Downtown Atlanta, and the Northern suburbs as part of a 110-mile long system from Atlanta, GA to Chattanooga, TN. The project showed strength in many of the Program evaluation factors, however was ranked below the Maryland and Pennsylvania projects. Approximately $6.4 million in Federal and matching funds were spent on preliminary engineering, ridership, and environmental studies for the Maglev Deployment Program.

More recently, Congress has asked USDOT to use two highway planning appropriations to advance the Georgia project. As a result, approximately $7 million in additional Federal funds were obligated from these earmarks to Georgia DOT to prepare a programmatic/Tier-I EIS for high-speed ground transportation in the Atlanta-Chattanooga corridor. Work on the EIS commenced in 2007.

California Project

For the Maglev Deployment Program, the Southern California Association of Governments (SCAG) proposed an 85 to 94-mile maglev line connecting the vicinity of Los Angeles International Airport with downtown Los Angeles, Ontario Airport, Riverside, and March Field. Approximately $6.4 million in Federal and matching funds were spent on preliminary engineering, ridership, and environmental studies for the Maglev Deployment Program.

The State of California has been pursuing statewide steel-wheel high-speed train system while SCAG sponsored this competing project. The SCAG

California project was ranked below other projects by DOT and was not selected.

Congress has provided an additional $2.6 million in Federal funds, which have been used for further engineering and planning studies. The engineering studies of an initial maglev line from West Los Angeles to Ontario Airport, a distance of 56 miles, are complete. The cost estimate for this shorter line is approximately $8 billion.

The City of Los Angeles has differed with SCAG over the need to use maglev technology in the region and over the conflict between SCAG plan and the State's for an intercity steel wheel high-speed train system. Los Angeles provided matching funds, which along with the remaining Federal funds are being used to compare maglev and steel-wheel alternatives in the corridor that is expected to be completed in mid-2008.

Other Projects

FRA is aware of a number of maglev initiatives aimed at developing a domestic maglev technology that are at an embryonic stage including efforts at General Atomics in California and by the Polytechnic University in Brooklyn. These initiatives are not at the stage where they could be viewed as "projects" for consideration under the maglev deployment provisions of SAFETEA-LU.

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Subject: FY09 House Appropriations QFR #47

HIGH-SPEED RAIL

QUESTION 49: Please provide a list any unobligated balances in the grade crossing hazard elimination program in high speed rail corridors.

RESPONSE: In FY 2008, $3,964,530 in unobligated Section 1103(f) funds were carried over from previous years for the elimination of hazards at railway-highway crossings on the federally designated high speed rail corridors. The unobligated funds include: FY 2005 ($470,250), FY 2006 ($1,752,155) and FY 2007 ($1,742,125). On March 19, 2008, the FHWA notified the States of the availability of the carryover funds for obligation through the Financial Management Information System (FMIS). The unobligated funds represent approximately one fifth of the total funds ($19,940,334) allocated to this program in FY's 2005, 2006 and 2007.

FY 2005 and 2007 Carryover Funds (Authorized). The unobligated funds from FY's 2005 and 2007 ($2,212,375) represent allocations to projects in four states that were approved for funding by the FRA and FHWA in July 2007, but were not obligated by the States by the end of the fiscal year. In August 2007, the FHWA notified the States of the availability of funds for the approved projects for obligation in FMIS. The majority of the States were able to obligate state funds ($7,419,459); however, four states were not able meet the FY 2007 deadline, and were carried over into FY 2008. It is expected that all States with FY 2005 and 2007 carryover funds will obligate by the end of FY 2008.

Fiscal Year	State	Unobligated Funds	Project Location	Project Details
2005	PA	$470,250	Mount Joy, PA	Eby Chiques Road grade separation
2007	AR	$226,250	Gurdon, AR	Miller Street grade crossing improvements
2007	FL	$1,289,625	Central Florida	Upgrade 5 grade crossings
2007	MO	$226,250	Kingsville, MO	Route AA grade crossing improvements

FY 2006 Carryover Funds (Ineligible). The unobligated funds from FY 2006 represent earmarks to four states with projects that were designated by Congress in FY 2006 for Section 1103(f) funding, but are ineligible because they are not

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located on a federally designated high speed rail corridor. On March 14, 2008 the FRA distributed a letter to each State reminding them of the ineligibility of these projects under the current legislation, and that the funds shall lapse if not obligated by the end of FY 2009. The States are considering options to properly designate or correct the ineligible funds. In past years, Congress has authorized corrections to these projects, qualifying ineligible projects for funding.

Fiscal Year	State	Unobligated Funds	Project Location	Project Details
2006	CA	$253,324	Riverside, CA	Eliminate hazards at Streeter Ave
2006	FL	$316,654	Palm Beach Gardens, FL	Grade crossing improvements
2006	MI	$633,309	Upper Peninsula	Grade crossing improvements
2006	TX	$548,868	Deer Park, TX	Grade crossing improvements

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STATUS OF HIGH-SPEED RAIL CORRIDORS

QUESTION: What is the status of high-speed rail development corridors? Please answer by corridor, including the NEC.

RESPONSE: The requested corridor descriptions follow, in geographic order generally from east to west as listed below:

Northern New England Corridor
Northeast Corridor
Empire Corridor
Keystone Corridor
Southeast Corridor
Florida Corridor
Gulf Coast Corridor
Chicago Hub Network
South Central Corridor
California Corridor
Pacific Northwest Corridor

In the following corridor descriptions, the term "designated" refers to a provision under Section 1103(f) of SAFETEA-LU,[1] which makes a designated high-speed rail corridor eligible for specific grade crossing improvement funds. For FY 2008, $6.2 million has been appropriated. Based on applications thus far from among the 28 eligible states, grants totaling the entire $6.2 million are expected to be awarded.

Northern New England Corridor

With Boston as its hub, the Northern New England Corridor would serve destinations in Maine, Massachusetts, New Hampshire, Vermont, and the Canadian province of Quebec. The Conference Report accompanying the FY 2005 DOT appropriations act included language to expand the corridor to include the train routes from Boston, Massachusetts to Albany, New York, via Springfield, Massachusetts, and from Springfield to New Haven, Connecticut. Thus, with those Congressional modifications, the spokes radiating from the Boston hub would be as listed in the following table:

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[1] The same provision was present in the prior two surface transportation authorizations. Designation under this provision, while enabling special grade crossing funding, does not imply a promise of future Federal capital funding for high-speed rail improvements *per se*.

Boston to—	**Designated by U.S. DOT?**	**Existing intercity service?**		**Feasibility studies underway?**
		Corridor	**Long Distance**	
Portland/Auburn, Maine	Yes (2000)	Yes (Downeaster)	No	No (Operations already exist.)
Nashua and Concord, New Hampshire; Montpelier and Burlington, Vermont; Montreal, P.Q.	Yes (2000)	No	No	Yes
Albany, New York, via Springfield, Massachusetts	Yes	No	Yes	No
New Haven, Connecticut via Springfield, Massachusetts	Yes	Yes (only from Springfield south)	Yes (only between Boston and Springfield)	No

The states of New Hampshire, Vermont and Massachusetts completed Phase I of a planning and feasibility study for the 329-mile portion of the designated corridor between Boston, Massachusetts and Montreal, P.Q. Demand forecasts predict that nearly 0.7 million annual riders would use a 4-½ hour service between Boston, Montreal, and intermediate points. Based on this initial assessment, the States plan to undertake additional studies to project the infrastructure investments, operating and maintenance costs associated with implementing the Montreal spoke.

A study of commuter rail service between Springfield, Hartford and New Haven is ongoing. Connecticut has an operational study underway which is part of the environmental analysis. Massachusetts, Connecticut, and local officials are preparing plans for a high-speed rail corridor study of the route between Boston, Springfield, Hartford, and New Haven.

The states of New Hampshire and Maine have worked with the host Guilford Railroad to upgrade the line between Boston and Portland over which Amtrak's *Downeaster* operates. The two states identified $6 million in CMAQ (Congestion Mitigation and Air Quality) funds through the Federal Highway Administration for work that will be completed in the summer of 2008. Traffic on this line continues to grow and from July 1, 2007 through February 2008, ridership grew by 22 % and revenues grew by 24% to 281.4 thousand and $3.9 million, respectively.

Northeast Corridor

The Washington, DC to Boston, Massachusetts Northeast Corridor (NEC) is the most fully developed high-speed corridor in the United States. The entire 456-mile route is electrified, a boon for high-speed, high-volume operations. In fiscal year 2006, Amtrak reported 9.4 million passengers on the NEC, who made up about two-fifths of the total Amtrak ridership. In the New York-Washington air/rail market, Amtrak had 54% of the air-rail market. In the New York-Boston air/rail market, Amtrak had a 41% market share in FY 2007. These are significant improvements in rail market share over the 1993 levels, which were 44% in New York–Washington and 18% in New York–Boston.

New York's Pennsylvania Station-at which 7.5 million intercity rail passengers boarded or alighted in 2006- is the busiest station in the Amtrak system. On the average weekday, Amtrak's NEC provides 16 *Acela* round trips and 20 *Regional* round trips between New York City and points southwest, and 9 *Acela* round trips and 10 *Regional* round trips between New York City and points northeast.

The *Acela* trainsets operate at a top speed of 150 mph. The *Acela's* average speed between Washington and New York City is 82 mph; between New York and Boston it is 66 mph. The lower speeds in the northern half of the Corridor reflect its alignment very near the coastline and the 56 miles of State-owned and -controlled, lower-speed commuter territory between New Rochelle, New York and New Haven, Connecticut.

In addition to Amtrak's intercity traffic, the NEC carries a high volume of commuters—making approximately 0.8 to 0.9 million passenger-trips per day—under the sponsorship of eight regional agencies. Some freight trains still use the NEC, although their number has declined in recent decades with changes in the structure of the freight railroad industry.

A substantial backlog of deferred maintenance and capital projects exists on the NEC. Amtrak is initiating a process (the Infrastructure Advisory Council) that will involve the FRA, the states, and the commuter authorities in determining, more specifically than is currently possible, the precise size and contents of the backlog. Very preliminary estimates, based on transportation planning by the FRA and Amtrak, suggest that the cost of bringing the NEC to a "State of Good Repair" would be in the neighborhood of $5 billion, exclusive of very large, long-term projects.

While Amtrak's on-going capital investment program in the NEC currently focuses on deferred maintenance, several important projects are under way involving full-scale replacement or rehabilitation of major assets. These major projects include the replacement of the lift span of the Thames River bridge and the Niantic River bridge, both in Connecticut; the renewal of some major interlockings (places where trains can divert from one track to another) between New York and Washington, D.C.; catenary replacement on 15 miles of the Hell Gate line, track improvements at New Rochelle to increase speeds together with platform work; and fire and life-safety improvements to the tunnel complex serving New York's Pennsylvania Station. Major projects in planning include: replacement of Portal Bridge in Secaucus, New Jersey in partnership with New Jersey Transit; and replacement of the Connecticut River Bridge.

Empire Corridor: New York City-Albany-Buffalo, New York

Since the 1980s, the State of New York has funded infrastructure improvements to the portion of the designated Empire Corridor that connects New York City and Albany. Such improvements have enabled trains to operate at speeds up to 110 mph over portions of this 141-mile route.

NYSDOT recently completed the Empire Corridor West Railroad Transportation plan study which is now under review by the legislature. The study looked at capacity and facility improvements required for improved passenger and freight service and is expected to be released in early summer 2008. A new five year multi-modal program update is also in final review which will set for capital needs for the Albany to NYC route.

Keystone Corridor (Philadelphia–Harrisburg–Pittsburgh, Pennsylvania, with through service to and from New York City)

The designated Keystone Corridor consists of two very different segments—Harrisburg east to Philadelphia (Amtrak owned), and Harrisburg west to Pittsburgh (Norfolk Southern owned). Sharing some of the operating characteristics of the Northeast Corridor (NEC) main line, the Amtrak-owned and -operated Philadelphia–Harrisburg segment (104 miles) is a relatively mature passenger corridor, with frequent intercity trains (ten round trips per average workday) and commuter trains (nine round trips each workday from Thorndale and eighteen round trips per day from Malvern). Thorndale is 34 miles from Philadelphia and Malvern is 21 miles from Philadelphia. This line has multiple trackage, full electrification, and almost complete grade separation from the highway grid. A technical monograph, published by FRA in March 2004, detailed the capabilities of, and infrastructure options for, this segment.[2]

The Pennsylvania Department of Transportation (PennDOT) is working to eliminate the remaining three public highway grade crossings on the Philadelphia–Harrisburg segment and has budgeted $9 million for the work. FRA allocated $500,000 in 1999 and $500,000 in 2001, in Section 1103(c) funding under TEA-21 to begin preliminary design for the grade separation and bypass road needed to eliminate these three crossings. An additional $550,000 from Section 1103(c) will be allocated in FY 2007 to continue this work. The Newcomer Road site, the Eby Chiques site and the Irishtown Road site should be completed by the end of 2010.

Additional improvement planning is underway by Amtrak. Speed on the line is now up to 110 mph and travel times on selected express trains have been reduced to 95 minutes, from about 120 minutes. Station improvements and new construction are being pursued at Lancaster and Elizabethtown. Since Amtrak increased service and upgraded its infrastructure on the Keystone corridor linking Harrisburg, Philadelphia and New York City, nonstop air service between

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[2] FRA, *Technical Monograph: Transportation Planning for the Philadelphia–Harrisburg "Keystone" Railroad Corridor*, March 2004, available on the Internet at: http://www.fra.dot.gov/us/content/1443

Harrisburg and New York City ceased April 6, 2008, an apparent victim of fuel prices, airport congestion and Amtrak.

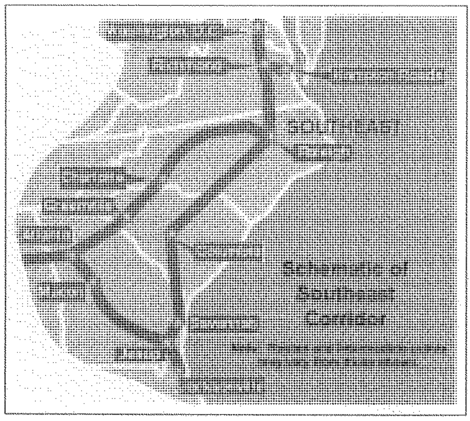
Harrisburg–Pittsburgh (Norfolk Southern segment)

In contrast with Amtrak's portion of the Keystone Corridor, the segment between Harrisburg and Pittsburgh is a heavy-duty freight railroad, owned and operated by Norfolk Southern (NS), with only one passenger train round trip per day, the *Pennsylvanian* (New York–Pittsburgh), over its mountainous topography. Implementation of high-speed rail over this segment would be a much stiffer challenge than on the line from Harrisburg east. PennDOT awarded a grant for $250,000 to NS to complete an assessment of infrastructure improvements between Harrisburg and Pittsburgh that the railroad deems prerequisite to the addition of two additional passenger trains per day. The study was completed in February 2005 and suggested that, in the engineering and operating judgment of NS, significant infrastructure improvements on the order of $110 million would be needed to smoothly integrate additional passenger trains with the already existing and anticipated growth in freight traffic. Hence this line has been given a lower work priority.

Southeast Corridor

The designated Southeast High-Speed Rail Corridor consists of a number of segments covering all the South Atlantic States, with through service to and from Northeast Corridor points. The segments are as follows (actual routes may vary from those implied by the table and map):

Original designation	*Southwesterly extension*	*Southerly extension*
Washington, D.C. Richmond, Virginia Raleigh, North Carolina Greensboro, North Carolina Charlotte, North Carolina	Charlotte, North Carolina Greenville, South Carolina Atlanta, Georgia Macon, Georgia Jesup, Georgia	Raleigh, North Carolina Columbia, South Carolina Savannah, Georgia Jesup, Georgia Jacksonville, Florida
Hampton Roads extension:	Richmond/Petersburg–Hampton Roads, Virginia	
Linkage to Gulf Coast Corridor:	Atlanta–Birmingham (designated as an extension of the Gulf Coast Corridor)	



North Carolina, Virginia, South Carolina, and Georgia have been collaborating to implement high-speed rail in the designated Southeast Corridor. Priority has thus far gone to the originally designated Washington-Richmond-Charlotte segment, primarily in Virginia and North Carolina, for which the FRA and Amtrak have developed detailed transportation plans. The FRA/Amtrak studies found that incremental high-speed rail service, with trip times of two hours (Washington-Richmond) and four hours, 25 minutes (Richmond-Charlotte), would be feasible subject to the completion of requisite infrastructure improvements including restoring 70 miles of abandoned rail line. Some other corridor segments, involving the other States, are under study for feasibility.

Virginia and North Carolina, together with the FHWA and FRA, in October 2002 completed a Tier I Environmental Impact Statement (EIS) and selected a route from Washington, DC to Charlotte, NC employing the abandoned Seaboard Air Line Railway main line between Petersburg, VA, and Norlina, NC. A Tier II EIS is being prepared with FRA for the Richmond, VA to Raleigh, NC section of the corridor. A Record of Decision is anticipated in late 2010.

In preparation for implementation, the two States have created the Virginia-North Carolina Interstate High-Speed Rail Compact to provide authority and legislative oversight for the project. Including members from the legislatures from both states, the compact commission meets with railroad officials, State and local officials and other interested parties. The compact commission is authorized to recommend necessary legislative actions and a funding program.

Activities thus far in Virginia, North Carolina, and other Southeast Corridor States are described in more detail below:

Virginia

The Virginia Department of Rail and Public Transportation (DRPT) spent approximately $17 million on improvements to the Washington-Richmond corridor through FY 2006. The Virginia Railway Express (VRE) has spent $26 million in Federal Transit Administration and federal earmark funds on two projects, AF Interlocking (south of the Alexandria station) and Quantico Creek Bridge for fiscal years 2007 through 2009. In 2002, the Commonwealth of Virginia signed a Memorandum of Understanding with CSX and the Virginia Railway Express (VRE) to construct six projects in the Richmond to Washington Corridor, including two new universal crossovers and four sections of new third track. Arkendale Crossover was completed in August 2005 and the Elmont Crossover was completed in July 2006. One mile of third track is being installed in Crystal City (RO to SRO interlockings) with a new crossover at Slater's Lane. Final engineering is underway for the remaining projects. All the remaining projects should be completed by 2010. VRE managed the $26 million project to build a new two-track railroad bridge parallel to the existing single-track bridge crossing Quantico Creek, which was completed in April 2007. The downtown Richmond Main Street Station, owned by the City of Richmond, reopened in December 2003 after completion of the first phase of a three-phase $54.1 million renovation. The first phase included the restoration of the head house and the construction of a platform at a cost of $26 million. The second and third phases of the project, which include track improvements, parking facility construction, finishing of leased space in the station and restoration of the train shed, are underway.

In 2005, the Virginia Legislature initiated a Rail Enhancement Fund that provides approximately $23 million in annual, dedicated funding for passenger or freight rail improvements in Virginia. The source of funding is the state portion of the passenger rental car tax. Each project requires a minimum 30% match and proof of public benefits. In the initial round of funding, twelve projects were awarded $23.2 million in Rail Enhancement Funds in FY06, $18.3 million in FY07 and $11.9 million in FY08. A total of $84.4 million will be spent on rail improvements for Virginia through this first round of funding. Three of these projects will benefit Virginia's high-speed rail corridor, including the North Acca Yard switch replacement for $2.8 million which is now completed; preliminary engineering for Cherry Hill Station and 11 miles of third track for $2.5 million; and the extension of the Southeast Corridor High-Speed Rail Tier II Environmental Impact Study study to include the corridor section from Richmond south to Petersburg, Virginia for $1.5 million.

The Virginia DRPT has underway a Tier I EIS to select a route for high-speed rail service between Richmond and Hampton Roads. In 1999 the Virginia Department of Transportation (VDOT) completed the I-64 Major Investment Study between Richmond and Newport News that included a comprehensive analysis of intercity rail alternatives. The Richmond and Hampton MPOs and the Commonwealth Transportation Board adopted the Locally Preferred Alternative. The study recommended the widening of I-64, but it also recommended double tracking the existing CSX rail line on the Peninsula, increasing passenger train speeds to 110 mph, and increasing frequencies to 6 round trips per day. DPRT is in the process of evaluating potential route alignments in both the Peninsula and Southside Corridors. The Draft EIS will be completed in 2008.

North Carolina

In 1999, the North Carolina Department of Transportation purchased, for $71.6 million, the outstanding shares of stock in the North Carolina Railroad (NCRR) that links Morehead City (in the eastern part of the State), Raleigh, Greensboro, and Charlotte (317 miles). The State now owns 100% of the shares of stock in the NCRR and the governor, Speaker of the House and Senate President ProTem appoints the Board. Norfolk Southern operates freight service over the NCRR via a trackage rights agreement. Between Charlotte and Raleigh, the NCRR is the route of the Richmond–Charlotte segment of the Southeast Corridor. North Carolina has invested almost $200 million to buy the line, purchase rolling stock, and upgrade stations, track and signals. Infrastructure improvements, undertaken in partnership with the NCRR, Norfolk Southern, and CSX Transportation, have resulted in a reduction of 45 minutes from the travel time between Charlotte and Raleigh. Additional improvements are being implemented that will add capacity and enhance reliability on the corridor.

The State's Sealed Corridor Initiative for the portion of the high-speed corridor between Raleigh and Charlotte has increased safety by closing redundant crossings and providing the appropriate practical, low cost treatment for crossings in the entire corridor. Such treatments include four-quadrant gates, longer gate arms, median barriers, and video monitoring and ticketing of violators. One or more of these treatments now cover 168 public crossings. FRA provided $13.65 million towards this effort. NCDOT is also working with the FRA on a private crossing safety initiative to close or protect all private crossings on this corridor. In total, North Carolina has closed 105 public crossings throughout the state, more than 50 of which are on the designated Southeast Corridor. Station renovations have been completed in Raleigh, Burlington, High Point, Greensboro and Salisbury. New stations have opened in Kannapolis and Cary. Nine city blocks have been acquired for a major new multi-modal station in Charlotte. A renovated tobacco warehouse is being planned to replace the temporary station at Durham. On lines other than the initially-designated Southeast Corridor routing between Richmond and Charlotte, North Carolina has also completed station renovations at Fayetteville, Rocky Mount, Wilson, Selma, Southern Pines and Hamlet.

Patronage on passenger train service in North Carolina is up markedly: ridership on the *Carolinian* is up 17% and revenues are up 16%; ridership on the *Piedmont* is up 27% and revenues are up 16 % for the period October 1, 2007 through March 31, 2008.

Other Southeast Corridor Segments

The **Atlanta-Macon segment** (103 miles) of the Southeast High Speed Rail Corridor is a high priority for Georgia DOT's (GDOT's) Commuter Rail Program. Over the years, studies have been undertaken and preliminary engineering and some environmental work have been conducted on this rail segment; in fact, a Finding of No Significant Impact (FONSI) has been issued by FTA for passenger rail service.

Atlanta Multi-modal Passenger Terminal. Included in Georgia's Rail Passenger Program is work on the return of passenger trains to what GDOT refers to as the Multi-Modal Passenger Terminal (MMPT) Station in downtown Atlanta. The station location is planned near the site of the former Terminal Station. GDOT has created a blueprint for the new station, for which the FTA has issued a FONSI. The State has the funding in hand to prepare the site, perform needed track relocation, and construct a no-frills first phase for the station. Georgia DOT is in the process of finalizing the transfer of certain parcels of land from the City of Atlanta. The Atlanta City Council has approved the transfer for such a passenger terminal station.

A joint Georgia/CSX railroad facilities simulation planning and capacity study for the downtown Atlanta and the surrounding area is underway and expected to be complete by 2008. Of the $1.5 million cost of this study, the FTA provides $1.2 million and Georgia DOT provides $300,000 in matching funds.

Charlotte-Atlanta-Macon. South Carolina, North Carolina and Georgia completed a Phase I, $400,000 study of the Charlotte-Atlanta-Macon portion of the Southeast Corridor (366 miles). Funded on a 50/50 basis by the three states, the study projected ridership, operations, and upgrading requirements for high-speed

(110 mph maximum) service on the existing Norfolk Southern alignment. Cost/benefit assessments pointed to a 90 mph operation to minimize construction costs in a hilly, curvy, and freight-laden portion of the Southeast Corridor. It was estimated to cost about $1.3 billion to upgrade the line for six-trips per day operation.

In Phase II work on this same segment, GA DOT and FRA are working under a $659,000 cooperative agreement together with NC and SC. The study is being done by the Volpe Center and the results of the study are expected to be published in the summer of 2008.

Florida Corridor

The designated Florida Corridor would link Tampa Bay, Orlando, West Palm Beach, Miami, and intermediate points. At present, Amtrak serves these markets with long-distance trains only; no short-distance corridor-type intercity services exist. There is a Tri-Rail commuter service over the State-owned, 72-mile railroad between West Palm Beach (Mangonia Park) and Miami (the "Tri-Rail segment"). The State of Florida has attempted on multiple occasions to develop the entire designated corridor to support very high-speed (over 150 mph) intercity rail service—thus far without success.

The State is currently pursuing an incremental approach to higher-speed rail using existing rail rights of way, as reflected in an August 2006 "vision plan." The Jacksonville–Miami routes of the CSX and Florida East Coast railroads are undergoing analysis and comparison.

To support this more modest approach, FRA is supporting the Florida Department of Transportation (FDOT) in the development and demonstration of Diesel Multiple-Unit (DMU) equipment—i.e., self-powered coaches—on the Tri-Rail segment. For the purchase of two trainsets and required enhancements to Tri-Rail maintenance facilities, FRA and FDOT contributed $9.3 million and $12.9 million, respectively. FDOT, through Tri-Rail, has already taken delivery of three bi-level DMU cars and two bi-level trailers. The remaining bi-level DMU car is being built by Colorado Railcar Manufacturing and is expected to be completed and delivered by the end of June 2008. Tri-Rail has begun a demonstration operation and the two year revenue service demonstration is underway. The South Florida Regional Transportation Authority is funding the operating costs of the demonstration at $5 million. Beyond the ongoing DMU demonstration project, Florida's most concrete investments in rail transportation are the upgrading of the Tri-Rail segment for commuter service, large station projects, and the State's grade crossing safety program.

Track and Signal Improvements

In a commuter-oriented effort with benefits for intercity service, the South Florida Regional Transportation Authority (SFRTA) has completed its $333.8 million Double Track Corridor Improvement Program, Segment 5 Project. The Federal Transit Administration, the Florida Department of Transportation, and Broward, Miami-Dade, and Palm Beach counties funded the Segment 5 project. It consists of the installation of approximately 43 miles of new track; upgrades to existing track; construction and rehabilitation of bridges over 12 canal crossings; renovation of nine existing stations; construction of one new station in the City of Boca Raton; upgrades to signal safety systems; acquisition of new locomotives and cab cars; construction of a new, northern maintenance and layover facility; enhancements to grade crossings; and upgrades to passenger information systems. As a result of this project, Tri-Rail (commuter service) passengers enjoyed a one-third increase in weekday train service, as well as enhancements to weekend service. The operator of the Tri-Rail commuter service, the South Florida Regional Transportation Authority (SFRTA), added 10 weekday and two weekend trains to operate a total of 40, 16 and 14 trains on weekdays, Saturdays and Sundays, respectively. As SFRTA takes delivery of additional locomotives, coaches and diesel multiple unit trains, the agency eventually will operate 48 weekday trains.

With approximately 72 miles of the South Florida Rail Corridor now double tracked, weekday and weekend trains have been added, the midday gap during the weekday has been filled, time between selected trains has been reduced, and passengers are now experiencing a shorter and more reliable travel time from end to end within the Tri-Rail service area.

Stations

Miami. In 1989, Miami-Dade County accepted the Miami International Airport Area Transportation Study recommending implementation of a multimodal transportation access facility. It was conceived as the means to link commuter rail (both heavy and light) and public and private bus service, thereby providing needed regional connectivity and improving access to Miami International Airport. FDOT's Major Investment Study (MIS)/Draft Environmental Impact Statement (DEIS) for the Miami Intermodal Center (MIC) was approved by the Federal

Highway Administration (FHWA) in October 1995. The Miami-Dade County Commission subsequently adopted the MIS/DEIS, and the recommended development alternatives for all MIC Program components were included in the County's official long-range transportation plan on March 7, 1996. FDOT has since completed the Preliminary Engineering and Final Environmental Impact Statement (PE/FEIS) process for the Program.

On May 5, 1998 the U.S. Department of Transportation awarded a Record of Decision (ROD) granting location and design concept approval to the MIC. The MIC program is a 20-plus-year program under "pay as you go" funding using a variety of sources. Land costs are growing very fast. In the FEIS and PE report, the capital cost of the entire MIC Program was estimated at approximately $1.9 billion (in 1995 dollars). Major components of the MIC Program not included in this cost were the MIC/MIA Connector (included in the Miami-Dade Aviation Department's Miami International Airport (MIA) Capital Improvement Program), the Rental Car Facility (the cost of which will be borne by a transaction surcharge from the participating rental car companies), and other rail facilities serving the MIC (excluding Tri-Rail). The first phase is scheduled for completion by 2009 at an estimated cost of $1.295 billion (July 2005 estimate) and will consist of: right-of-way acquisitions (ROW); access improvements (roadways); consolidated rental car facility; MIC/MIA connector; and the central station (MIC Core) - Phase I joint development.

Orlando Intermodal Center (CCITC). Planning is underway for an intermodal transportation hub in Orlando and environmental clearance is expected by the end of FY 2007. The Canadian Court Intermodal Transportation Center (CCITC) is proposed to be a centralized hub serving as a gateway to the International Drive resort area as well as improving access to the Orange County Convention Center and area attractions. Area residents will be able to use the CCITC to connect to local transit systems (LYNX and I-RIDE) to travel to destinations not only on International Drive, but also throughout the region. The initial focus and design will be for the northern parcel; however, the future expansion of the CCITC on the south side of Beachline Expressway (SR 528) will be considered and incorporated into the master plan.

Jacksonville. The Prime Osborne III convention center site, once owned by five railroads that used it, is once again under study as an intermodal terminal for intercity bus, Amtrak service, airport shuttle, taxi and other transportation providers. The Jacksonville Transit Authority and FDOT project is expected to cost $146 million, with $40 million to be provided by Amtrak. Funding sources are being sought. Under this concept, Amtrak would move into the convention center and begin using the Florida East Coast line that links many of the coastal resorts for rail passenger service.

Equipment

Amtrak operates the Hialeah maintenance facility in Miami, which services and performs light overhauls for Viewliner, Amfleet, and Heritage cars for *Silver Service* trains, as well as the Sanford maintenance facility which services the Superliner-equipped *Auto Train* and *Sunset Limited.*

The state has a request for proposals on the street to purchase 14 bi-level diesel multiple unit cars to be used in commuter services.

Highway-Rail Grade Crossing Improvements

Since FY 2001, the State has received $5.3 million from the Section 1103(c) program to upgrade 30 crossings with lights, gates and constant warning time devices, and install 4-quadrant gates at four crossings, all in the South Florida Rail Corridor between Miami and West Palm Beach

Gulf Coast Corridor (Louisiana, Mississippi, Alabama, Texas)

The designated Gulf Coast Corridor would use New Orleans as its hub, with three spokes reaching (1) Houston, (2) Mobile, and (3) Meridian (MS), Birmingham, and Atlanta. At Atlanta, the Gulf Coast Corridor would connect with the Southeast Corridor to Charlotte, Richmond, Washington, and Northeast Corridor points. At present, no corridor-type intercity rail service operates over the lines in question.

Effects of Hurricane Katrina on Existing Amtrak Services

Since Hurricane Katrina made landfall on Aug. 28, 2005, tri-weekly Amtrak *Sunset Limited* service between Orlando and Los Angeles along the gulf coast was disrupted. Service to the west, via Beaumont and Houston, resumed in November 2005. Service to the east, via Biloxi and Mobile, remains suspended and service option discussions continue. Mississippi is also investigating relocation of the CSX line and use of the right of way for a highway (see below).

Louisiana is working with Amtrak and the Kansas City Southern to initiate a commuter service between New Orleans and Baton Rouge. The FRA has made a grant to the Southern Rapid Rail Transit Commission (SRRTC), which comprises appointees of the three member states (Louisiana, Mississippi and Alabama), for an expert negotiator in this process. The states are pursuing a purchase of the line as well as other options. Meanwhile the state operates daily commuter bus service between the two cities.

Ongoing Planning Activities

Planning, environmental, and grade crossing activities will predominate in the 1,022-mile Gulf Coast Corridor for the foreseeable future. The SRRTC, is leading the study effort. In 2005, FRA signed an agreement with the SRRTC to use $900,000 of the funds appropriated by Congress in FY 2002 and 2003, matched by $900,000 from the three states, for a planning effort totaling $1.8 million. This study phase will select a route between Houston and New Orleans and assess the ridership potential of that route as well as the portion between New Orleans and Atlanta.

Texas has completed an order-of-magnitude study of the Gulf Coast Corridor segment from the Louisiana/Texas border (Echo, Texas) to Houston, via the current Amtrak route owned by the Union Pacific. The route is heavily used by its owner and by the BNSF and Kansas City Southern. The report outlined a three-phase plan to increase capacity and speeds to 90 mph:

> Phase I would bring the line up to 79 mph speeds by eliminating slow orders and would cost about $150 million. Phase I would potentially reduce the travel time by 20 to 25 minutes on this portion of the corridor.
>
> Phase II would provide for double-track mainline operations, enhance capacity, and allow for a more reliable operation. Phase II is expected to cost $473 million and would potentially reduce travel time by 37 minutes from the existing average travel time.
>
> Phase III would increase speeds to 90 mph by improving the subgrade along the corridor and by effecting grade crossing eliminations and improvements. Phase III is anticipated to cost $93 million and could potentially reduce the travel time by an additional 14 minutes in the State of Texas.

Grade Crossing Improvements

Over the past five years, each Gulf Coast Corridor State has used FHWA Section 130 and Section 1103(c) funds to upgrade or install grade crossings on the designated high-speed rail routes. In that period, Alabama has spent over $17 million on its routes and Louisiana has spent $14 million, from Federal and matching sources, to signalize public grade crossings on proposed high-speed rail lines.

Mississippi Rail Relocation Study

Funded by a $4 million FHWA earmark, a study was initiated in 2002 to prepare a draft environmental impact statement for the creation of a new rail freight corridor inland from the heavily populated Mississippi Gulf Coast, thereby freeing up the existing CSXT right of way for alternate transportation and/or development purposes. The study results were under final review prior to Hurricane Katrina and now are once again being evaluated.

Stations

In 1997, Meridian (MS) created a downtown intermodal terminal that houses Amtrak, Greyhound, Meridian Transit and taxi service. Approximately $7.5 million of federal enhancement, FTA, and other FHWA funds supported the project, which catalyzed downtown redevelopment. The city attributes some $100 million in redevelopment to this Front Street station. Hattiesburg (MS) has also opened an intermodal facility that will house Amtrak service, intercity bus, airport shuttle and taxis as well as other traveler services.

Chicago Hub Network and Midwest Regional Rail Initiative

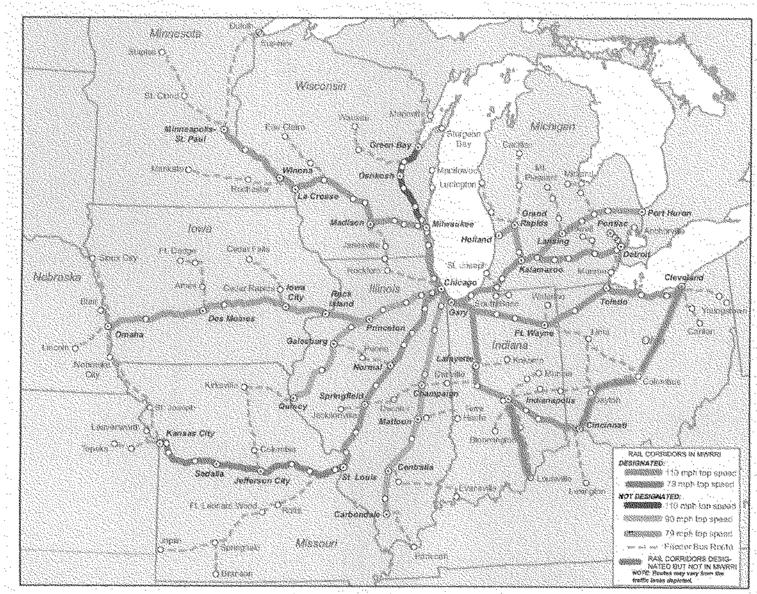
Led by the Wisconsin Department of Transportation, nine Midwestern states have developed a plan for a high-speed rail network centered on Chicago— the Midwest Regional Rail Initiative (MWRRI). Those states are: Illinois, Wisconsin, Minnesota, Michigan, Indiana, Ohio, Missouri, Nebraska, and Iowa. The map presents the full scope of the proposal, and distinguishes among those routes which are "designated" by the U.S. Department of Transportation and those which are not. The following table shows the travel time improvements that the States expect the proposed network to bring about:

Travel Time Improvements Envisioned by MWRRI

(Major points are provided as examples. Intermediate city-pair markets would also benefit from travel time reductions.)

City Pairs	MWRRI	Current Service	Time Reduction
Chicago-Detroit	3 hr 46 min	5 hr 36 min	1 hr 50 min
Chicago-Cleveland	4 hr 22 min	6 hr 24 min	2 hr 2 min
Chicago-Cincinnati	4 hr 8 min	8 hr 10 min	4 hr 2 min
Chicago-Carbondale	4 hr 22 min	5 hr 30 min	1 hr 8 min
Chicago-St. Louis	3 hr 49 min	5 hr 20 min	1 hr 31 min
St. Louis-Kansas City	4 hr 14 min	5 hr 40 min	1 hr 26 min
Chicago-Omaha	7 hr 02 min	8 hr 37 min	1 hr 35 min
Chicago-St. Paul	5 hr 31 min	8 hr 5 min	2 hr 34 min

Midwest Regional Rail Initiative (Proposed)



*Indiana DOT is evaluating additional passenger rail service to South Bend and to Louisville.
**In Missouri, current restrictions limit train speeds to 79 mph.

In the map above, speeds are as proposed by the MWRRI. Specific routes shown are preliminary in most cases, and are subject to planning and environmental review.

A March 2000 MWRRI draft report indicated that a 3,000-mile, Chicago-based regional rail system operating on a hub-and-spoke basis at speeds up to 110 mph over existing track would be feasible. The study projected that the system would have a benefit-to-cost ratio of 1.8 to 1, and a revenue-to-cost ratio of 1.36 to 1, sufficient to cover its operating costs and recover the State share of capital costs. Capital costs for the entire system were estimated at $7.7 billion, with 10 years required to rebuild existing trackage. The States are now seeking project endorsement and funding commitments for a programmatic environmental impact statement, for additional planning, and for implementation.

The States have done some work with Amtrak to define a standard specification for a bi-level and a single level car that would use mostly "off-the-shelf" equipment. The intention is ultimately to move this project toward procurement of 13 trainsets specifically designed for high-speed corridor service in the Midwest. However, funds have not been identified for this purpose.

Illinois (Chicago Hub Network: Chicago-St. Louis spoke)

Functioning as the hub of Amtrak's nationwide rail network, Chicago enjoys the highest volume of Amtrak services outside those of the Northeast Corridor and California.

Illinois has made major investments in the Chicago-St. Louis spoke of the Chicago Hub Network. Track upgrades, grade crossing improvements, and route rationalization in the St. Louis area have been prominent among these investments; progress has also been made in the environmental work for the route.

Since 1995, Illinois has provided approximately $100 million in State funding to rail projects of which $70 million was targeted for the Chicago-St. Louis high-speed rail corridor. The Springfield-Joliet segment has undergone extensive track rehabilitation work by the Union Pacific, bringing the track up to FRA Class 6 standards. The track has already supported 110 mph test operations and, subject to all necessary approvals of the FRA's Office of Safety, will be suitable for top revenue operating speeds of 110 mph when the State completes its installation of an improved signaling system on the line. The Illinois Commerce Commission sponsored installation of 69 four-quadrant crossing gates-with loop-type vehicle detectors to prevent gates from 'trapping' motorists-on all public crossings where train speeds are expected to exceed 90 mph.

The State of Illinois, FHWA and FRA published a limited record of decision on improvements for the Dwight-Springfield portion of the Chicago-St. Louis corridor in January 2004. Illinois is analyzing three different routes to access downtown Chicago and does not yet have environmental clearance for those segments. The State's proposed operating plan would offer eight round trips per day between Chicago and St. Louis with downtown-to-downtown trip times of fewer than 4 hours, saving an hour and a half over existing schedules. The State estimates total capital cost for the entire corridor to be in the $400 million range.

Michigan (Chicago Hub Network: Chicago-Detroit Spoke)

The State of Michigan and Amtrak have been making improvements in track, signals, stations, and equipment to incrementally upgrade the Chicago to Detroit designated high-speed corridor. Since 1994, Michigan has invested $26.5 million in capital improvements to its passenger rail service. An additional $21.6 million in Federal funding, as well as an additional $76,000 from individual cities, leveraged this investment.

Since 1995, Michigan has received grants from FRA's Next Generation High-Speed Rail Program (NGHSR) to install and demonstrate an advanced communications-based Incremental Train Control System on an 80-mile segment of the Amtrak-owned portion of the corridor between Kalamazoo, Michigan and the Indiana State line. Installation is complete on the demonstration territory; a 45-mile segment has been in service at 95 mph since November 2005; cutover testing is underway on the remainder. Safety verification is in progress and expected to be finished in 2007. This will permit speeds up to 110 mph, subject to the approval of FRA's Office of safety. NGHSR funding totaling $19.07 million has supported the project, plus over $20 million in cost sharing from Michigan DOT, Amtrak, and GE Transportation Rail Global Signaling. In support of this high-speed initiative, the State and Amtrak provided funding to upgrade the track for Class 6 (110 mph) operation, to add fencing and station improvements, and to close grade crossings.

Wisconsin and Minnesota
(Chicago Hub Network: Chicago-Milwaukee-Twin Cities spoke)

In addition to spearheading the MWRRI as a whole, the State of Wisconsin has pursued detailed studies of key segments of the Chicago-Milwaukee-Twin Cities spoke. For the segment between Milwaukee and Madison, the FRA on August 13, 2004 issued a Finding of No Significant Impact (FONSI), subject to reevaluation in the event of major modifications or funding for implementation. The FONSI goes on to specify that Federally-sponsored expansion of the Chicago-Twin Cities spoke beyond the Milwaukee-Madison segment would necessitate a separate environmental document. The State has negotiated the purchase of the Watertown to Madison segment and has finished the 30% engineering of the entire Milwaukee to Madison line. In addition, the State has launched an effort to eliminate or upgrade all of the grade crossings on this line.

Wisconsin has upgraded most of the stations on the Chicago to Milwaukee route. The Amtrak station at the General Mitchell International Airport south of Milwaukee was completed in 2005. Ridership is increasing at the airport station and has grown to nearly 2,000 per week as Amtrak passengers link with buses and airlines. A major rework of the downtown Milwaukee station is underway to create an intermodal terminal with Amtrak, Greyhound, city bus and taxi service to the business district. The Milwaukee downtown station was completed in 2007 and the train shed platforms are being studied for Americans with Disabilities Act requirements. The Amtrak station at Sturdevant underwent a $2.4 million replacement and was relocated one mile north of the Strudevant Industrial Park. The Sturdevant station opened to the public in September 2006.

Indiana and Ohio (Chicago Hub Network: spokes between Chicago-Indianapolis-Cincinnati-Louisville; Chicago-Toledo-Cleveland; Cleveland-Columbus-Cincinnati)

Both Indiana and Ohio have thus far focused their tangible railway investments on highway-rail grade crossing safety enhancements on both freight and passenger lines. Planning has, however, continued apace on a number of passenger corridors in the two States:

Indiana has two studies of passenger rail underway in addition to its work with the MWRRI. Indiana (with Ohio) has funded a study to evaluate the potential of serving the Chicago-Fort Wayne-Columbus corridor and how this corridor will relate to the Midwest system. Indiana is also continuing to evaluate the

Indianapolis–Louisville, Kentucky corridor though a city and community benefits analysis.

Ohio has been expanding on its participation in the MWRRI with its own concept—the Ohio & Lake Erie Regional Rail (Ohio Hub) Plan—that would address the State's strategic position between the Midwest and the East. Over upgraded existing rights-of-way, the initial phase of the Ohio Hub Plan envisions an 860-mile system of intercity passenger trains serving 32 stations and over 22 million people in Ohio, five neighboring states, and Southern Canada. The State contemplates an incremental system offering up to eight daily train frequencies, connecting people with major downtown centers, international airports, and suburban areas, and providing access to interstate highways as well as major sports, arts, and entertainment attractions. Cleveland would be the hub of this proposed network, with spokes radiating to Chicago, Toledo/Detroit, Columbus/Cincinnati, Pittsburgh, and Buffalo/Toronto. The Ohio network would also connect with the Empire Corridor at Buffalo, the *Pennsylvanian*/Keystone Corridor at Pittsburgh, the MWRRI System at Chicago and the Chicago-Detroit corridor at Detroit.

Preliminary estimates for total build-out of the nine-year plan presently stand at $3.3 billion._Ohio is currently studying the addition of the Chicago-Columbus-Pittsburgh and Detroit/Toledo-Columbus corridors to the Ohio Hub network. Feasibility studies are underway. Ohio is aggressively seeking funding to perform the environmental studies needed to move the Ohio Hub project forward beyond the conceptual planning stages.

South Central Corridor (Texas, Oklahoma, Arkansas)

As designated in 2000, the South Central Corridor consists of a hub at Dallas-Fort Worth, Texas, with spokes extending to (a) Oklahoma City and Tulsa to the north, (b) Longview and Marshall, Texas; Texarkana, Texas/Arkansas; and Little Rock, Arkansas, to the east and northeast, and (c) Austin and San Antonio to the southwest.

Oklahoma

In FY 2004, the State of Oklahoma received its first Section 1103(c) allocation of $1.566 million to upgrade five crossings in Tulsa's central business district to effectively "seal" a one-mile segment of the projected high-speed corridor. The

City is taking the lead on this, engineering is complete, and installation of crossing lights and gates are scheduled for late 2008.

Texas

Prior to the designation of the Gulf Coast Corridor that would run east from Houston, Texas had attempted, without success, to bring high-speed rail to the Texas Triangle encompassing Dallas/Ft. Worth, Houston, San Antonio, and Austin.

In early 2002 Governor Rick Perry announced Texas' long-term plans to construct the Trans Texas Corridor (TTC). The TTC is a proposed multi-use, statewide network of transportation routes that would incorporate existing and new highways, railways, and utility corridors. Among the railways would be freight, commuter rail, and high-speed passenger rail services. Specific routes for the TTC have not yet been determined; two of the proposed routes would generally parallel I-35 and I-69 and are in the midst of the environmental studies process. In the meantime, the Texas Department of Transportation (TxDOT) is conducting statewide rail and truck freight mobility studies in specific key transportation corridors to understand how goods are currently being moved around the state; what can be done to the state's transportation infrastructure to improve commodity flows, safety, congestion, and air quality; and how the State could enhance opportunities for both urban and intercity passenger rail services.

Recently, the East Texas Corridor Council, announced that $455,000 in federal funding is being made available to conduct an initial study for higher speed passenger rail service between the Dallas-Ft. Worth area and East Texas. The funds will be directed to the Texas Department of Transportation to conduct the feasibility and engineering study between Fort Worth-Dallas and points east including Terrell, Minneola, Longview, Marshall and Texarkana. The announcement came at a joint meeting of the National Association of Railroad Passengers and the Texas Association of Rail Passengers, meeting in Dallas. Supporters hope that an extension of the corridor between East Texas and Shreveport could occur in the future. Up to 70% of the traffic to casinos across the Louisiana border comes from Texas.

In November 2005, Texas voters approved a constitutional amendment to establish the Texas Rail Relocation and Improvement Fund. This fund will be managed by TxDOT and used to improve the state's rail system via public-private partnership arrangements with the railroads. The fund will enable TxDOT to plan, design, and implement passenger and freight rail relocation and improvement projects. Funding levels will be decided by the Texas Legislature that meets every two years. The legislature did not fund the current biennium and will meet again in 2009.

In the meantime TxDOT is seeking ways to improve services along existing intercity passenger routes in Texas, and is envisioning competitive bids for passenger rail operations within the State. A Spanish consortium (Cintra-Zachary) made an unsolicited proposal to build a new rail line from the Dallas Fort Worth metroplex to the US/Mexico border. The Texas Transportation Commission will initially review the proposal, make a recommendation regarding its feasibility and assuming it is a viable project; the Commission will seek competing plans. The applicability of this proposal to passenger service is not clear at this time.

Texas has other freight and passenger rail activities underway that would facilitate high speed rail,

- The Austin-San Antonio Inter-municipal Commuter Rail District is exploring the feasibility of developing intercity passenger rail with Amtrak along the UP Austin subdivision between Georgetown and San Antonio (112-mile stretch on southern portion of the SCHSRC).
- Negotiations are taking place with the UP to relocate through freight out of the Central Texas I-35 corridor to rural areas east of I-35, which would free up the Austin subdivision for passenger rail service. Such a relocation would transfer 80 % of the freight rail traffic out of these heavily populated urban areas.
- The Houston area MPO is studying the feasibility of a commuter rail system in their 8-county region.
- The Dallas-Fort Worth area MPO is evaluating the feasibility of site-specific rail infrastructure changes that could improve freight and Amtrak operations through the metroplex and open up the potential for intercity passenger rail expansions.
- TxDOT is participating in a feasibility study by the San Antonio Transit Authority (VIA) of a multimodal center on the western edge of downtown, to include bus, commuter rail and possibly a re-routing of the 2 Amtrak routes (*Texas Eagle, Sunset Limited*).

California Corridor

California has adopted a two-pronged approach to rail passenger planning: an incremental improvement program capitalizing on the existing network and the State's already sizable investment in it; and a more visionary long-term program for high-speed rail. Since the 1980s, the State of California has made significant investments, in conjunction with Amtrak, local governments, and the railroads, in equipment and facilities to develop three passenger rail corridor services: the *San Joaquins* (Bay Area/Sacramento–Central Valley); *Capitols* (San Jose–Oakland–Sacramento–Auburn); and *Pacific Surfliners* (San Luis Obispo–L.A.–San Diego).

These three routes serve 90 % of the State's population and support multiple uses, including intercity and commuter trains, as well as the freight traffic of the owning railroads. California has invested about $1 billion since 1995 and has plans for additional investment. In the early 1990s, California acquired a fleet of rolling stock that now numbers 88 cars and 17 locomotives. In 2006, total intercity ridership on California's State-supported corridor trains-at 4.7 million-accounted for one fifth of Amtrak's passenger-trips nationwide.

Amtrak and the State prepared an incremental California Passenger Rail System 20-Year Improvement Plan (2020 Plan), unveiled in March of 2001. Funding for the full 2020 Plan of over $10 billion (year 2000 dollars) has not been identified. While adopting its objectives, the State has prepared a constrained 10-year plan at a $0.6 billion level.

Concurrently with the incremental approach, California plans to develop a new state-of-the-art high-speed rail system within the State. The California high-speed rail system would extend from the major metropolitan centers of Sacramento and the San Francisco Bay Area in the north, through the Central Valley, to Los Angeles and San Diego in the south.

The California High Speed Rail Authority (Authority) has selected a network of over 700 route-miles. The system would operate at speeds on the order of 220 mph over its main stem, which would provide downtown San Francisco to Los Angeles service in approximately 2-½ hours. FRA and the Authority completed a programmatic environmental review of the system and are preparing another program EIS to select a route between the San Francisco Bay area and the Central Valley. Capital costs for the steel-wheel-on-steel-rail system are expected to be about $20 billion for the San Francisco-Los Angeles line and approximately $40 billion for the entire system over a 15-year implementation period.

The Authority has begun project implementation with a current budget of $14.3 million and mounting political support. The Authority and FRA have begun project environmental review on sections of the system. Other activities include: preparation of a project financial plan, identification of critical rights-of-way acquisitions and the initiation of detailed project design. The HST is the subject of a measure that will appear on the 2008 ballot (unless affirmatively removed by the Legislature) that would devote $10 billion in State general revenue bonds to the program. The HST system would be implemented in phases and is projected to generate an operating surplus that could recoup the initial infrastructure investment and cover the cost to complete later sections. The proposal is drawing considerable attention as 2008 approaches and continued State funding is likely.

California-Las Vegas

In addition to California's HSR activities, three different intercity fixed guideway initiatives are being pursued between Las Vegas, NV and Southern California. Maglev has been studied in this corridor for over 15 years and supporters have focused on a starter line in Nevada between Las Vegas and Primm. Although conventional Amtrak service ended a number of years ago, in 2005 Congress directed FRA to sponsor a study of the potential for new conventional rail corridor service. Concurrently, a private venture - DesertXpress Enterprises, Inc. - has proposed to privately finance, construct, and operate a new high-speed steel wheel passenger railroad. This private proposal would serve a similar market to the other proposals and is drawing considerable political support.

DesertXpress Enterprises would construct and operate a new high-speed passenger railroad between Las Vegas, NV and Victorville, CA on the periphery of the Los Angeles area. The proposal is a Public-Private Partnership with the public sector contributing highway ROW and public lands, and the private sector financing, implementing, owning and operating the proposed railroad. The estimated cost of the project is approximately $3 billion. The proposed railroad would be fully grade-separated, dedicated double track, and passenger-only along a corridor approximately 200 miles long.

DesertXpress is paying for the EIS and other studies and has expended approximately $20 million to date. FRA is the lead agency for the EIS, with cooperation from BLM, STB and FHWA. The DEIS is anticipated to be complete in late 2007. DesertXpress is seeking to begin construction in 2009.

Pacific Northwest Corridor (Washington State and Oregon)

Amtrak's *Cascades* service links Eugene and Portland, Oregon with Tacoma and Seattle, Washington and Vancouver, British Columbia. Designated as a high-speed rail corridor in 1992, this 466-mile route houses Amtrak corridor and long-distance trains, Sounder commuter services in the Seattle region, and the freight trains of the owning railroad companies (Union Pacific and BNSF). Between 1994 and 2007, Washington (with participation from Oregon) invested a total of $645.4 million from all sources to upgrade track and signal systems, renovate stations, and purchase trains in the Portland–Seattle–Vancouver portion of the Pacific Northwest Corridor. Funding sources were as follows:

State of Washington	$148 million
State of Oregon	$13.7 million
Sound Transit project, FTA	$346 million
Other Federal	$47.9 million
Amtrak	$62 million
BNSF Railroad	$9.4 million
Local and other	$13.6 million

In 2003 and again in 2005, Washington passed transportation-funding packages that envision $241 million for rail capital projects for the next ten years, subject to biennial appropriations. This biennium, the state will spend $119 million on mostly track upgrades. Many of these capital projects are now in various stages of planning and development.

Highway-Rail Grade Crossing Improvements

Seven grade separation projects have been completed, and ten grade crossings have been closed, in the central Puget Sound region since 2000 as part of the Freight Action Strategy (FAST) partnership. FAST is an innovative public/private partnership composed of transportation agencies, ports, cities, economic development organizations, trucking, rail, and business interests. Co-sponsored by the Washington State Department of Transportation and the Puget Sound Regional Council, FAST's goal is to move freight more efficiently in the Seattle–Tacoma–Everett region and to the rest of the Nation. In addition to the work done by FAST, the State of Washington has received a total of $8.65 since 1993 under the Section 1010/1103 hazard elimination program. With this money, the State upgraded more than 24 crossings, built one grade separation, renovated another separation, closed three crossings, upgraded 12 crossings with median barriers, and installed improved circuitry at several crossings to accommodate higher train speeds (up to 79 mph). In addition, a Positive Train Separation communication system underwent testing in the Pacific Northwest Corridor for ultimate use in the North American Positive Train Control System, now under development at the Transportation Test Center in Pueblo, Colorado.

Oregon has used Federal "Section 130" funds amounting to about $1,456,600 to close two grade crossings on the segment between Portland and Eugene and has contributed $19.4 million of the $31.6 million total cost to improve Union Pacific track and related facilities between Portland and Eugene. The UP contribution was $6.1 million. In addition, Oregon paid $13.7 million for Pacific Northwest Corridor improvements from Portland north; these funds supported Portland station improvements, betterments to the BNSF track between Portland and the Columbia River, and some equipment. The State of Oregon and localities have joined together to improve the stations along the Cascade route, with support from the Federal Government. The city of Portland paid $5.0 million to renovate its station. Federal funds of $4.5 million and $9.0 million were used to renovate stations at Eugene and Albany, respectively, with Amtrak contributing some funds to the Eugene improvements. Amtrak has invested over $2 million in Oregon since 1995, primarily on station improvements such as the depots in Eugene, Albany, and Portland

Equipment Improvements

Four TALGO 'tilting' trainsets, two acquired by Washington DOT and two by Amtrak, provided the initial upgrade to the corridor service in 1998. Subsequently, Washington State DOT purchased a fifth TALGO trainset to meet the growing demand. The tilt suspension of these trains permits significantly faster yet still comfortable operating through the many curves on this route, with improved trip times in comparison with conventional passenger equipment. The TALGOs' service quality has generated enthusiastic public response, leading to more than a doubling of corridor ridership (from less than 0.3 million in 1995 to over 0.67 million in 2007). In July 2006, WSDOT added another round trip from Seattle to Portland. The completion of the Colebrook Siding in British Columbia in early 2008 will allow the extension of the existing Seattle-Bellingham service to Vancouver, BC in mid-2008. This service extension will provide the second round trip frequency between Seattle and Vancouver, BC. It will also connect Portland, Seattle and Vancouver, BC with same day/train service for the first time. Washington State DOT is exploring options for additional service during the 2010 Winter Olympics.

King Street Station

Ownership of historic King Street Station in Seattle was transferred from BNSF Railway to the city of Seattle in early 2008. WSDOT and the city are negotiating an agreement to carry out renovation work at the station. A funding package of $18.7 million in federal and state funds will be combined with $10 million from the city to perform work that will exterior and interior repairs and restoration.

Name: Brenda Horn and John Cikota
Date: 04-01-2008
Subject: House FY09 Appropriations QFR #46

OTHER: OFFSETTING COLLECTIONS

QUESTION: Please describe exactly for what the requested $559,000 in contract support is used, including the name of the contractor and specific services provided

RESPONSE: The requested $559,000 in contract support funding is used directly for support of rail policy analysis areas. The largest portion is devoted to processing and creating the Surface Transportation Board's (STB) Carload Waybill Sample database. This database is the sampling of rail freight movements in the U.S. compiled on a calendar year basis. It is the only comprehensive database of its kind and it encompasses the entire freight rail industry. It is widely used for both rail economic and rail safety analysis not only by FRA, but also as an official database for proceedings before the STB. Funding for the database's creation is shared equally by FRA (Office of Policy) and STB. Contracting for the database's creation is done on an open/competitive basis. The contractor for this project is RAILINC Corp.

Other areas of contract support funding include maintaining and updating FRA's Intermodal Network Geographic Information System (GIS), the continued monitoring and updating of the Strategic Rail Corridor Network (STRACNET) (Contractor: Curt Richards, a retired University of Wisconsin professor). FRA also contracts with Global Insight, Inc. (formerly WEFA, formerly Data Resources, Inc. (DRI)) for proprietary databases and forecasts on the economy and freight railroad industry and the Association of American Railroads for rail operational, traffic and financial statistics. FY 2009, technical assistance and policy support will reflect FRA's priorities.

Name: Belinda Ashton/Joel Palley
Date: 03-24-2008
Subject: FY09 House Appropriations QFR #5

OTHER: OFFSETTING COLLECTIONS

QUESTION: Please provide the source, activity and amount associated with offsetting collections in fiscal year 2008.

RESPONSE: The estimated $7,000,000 in offsetting collection reflects funding to cover one-half the cost of collecting, processing and editing the approximately 700,000 waybill records in the 2008 Waybill Sample with the Surface Transportation Board and the Fort Wainwright Track Relocation Study and the Northern Line Extension with the Department of Defense.

Name: Belinda Ashton/Joel Palley
Date: 03-27-2008
Subject: FY09 House Appropriations QFR #10

STATUS OF RAILROAD BRIDGES

QUESTION: What is the ratio of railroad bridges to the number of current FRA railroad examiners?

RESPONSE:

We estimate the Nation's railroad bridge population to be close to 100,000 individual bridges. These bridges vary in length from about ten feet to several miles. The FRA Bridge Safety Staff consists of seven persons: three Structural Engineers and four Bridge Safety Specialists. Three are located at FRA Headquarters and four are in the field, but all seven work directly with the railroads on bridge management evaluations and bridge program improvements. In FY 2009, we are requesting four additional Bridge Safety Specialists, which brings the total to 11 Bridge Safety staff. Assuming the FY 2009 staff enhancement, the ratio, is approximately 9,091 bridges to each member of the FRA Bridge Safety Staff.

Name: Tamara Keller and Gordon Davids
Date: 7/9/2008
Subject: FY09 House Appropriations QFR #17

STATUS OF RAILROAD BRIDGES

QUESTION: What is FRA's plan to improve the safety of railroad bridges? How does this relate to the FY2009 request for four additional railroad inspectors?

RESPONSE:

The safety record of railroad bridges is actually quite good. Since 1982, the average number of train accidents attributable to the structural failure of a railroad bridge has remained close to two per year, and there has not been a fatality from that cause in over fifty years. However, given the potential for serious casualties in a catastrophic bridge failure, FRA is adopting new programs to reduce the risk of future train accidents from this cause.

FRA has regularly selected small railroads for individual evaluation of their bridge management programs. FRA track safety personnel have regularly provided information that is used in the selection of those railroads, but FRA is now adopting a system of risk-based selection criteria to prioritize the agency's efforts for the maximum safety benefit. This follows a recommendation made by GAO in 2007, following their project to characterize the situation regarding the safety and long-term serviceability of the Nation's railroad bridges and tunnels.

FRA's Railroad Safety Advisory Committee (RSAC), a rule-making advisor to FRA, has accepted a task to advise FRA on the future direction of FRA Bridge Safety Programs, possibly but not necessarily, including a regulatory approach. RSAC includes representatives of all stake-holders in the process, and FRA will give most serious consideration to their advice. RSAC has assigned the task to its newly-established Bridge Integrity Working Group (BIWG), with instructions to report back to the full RSAC in November 2008. Continuation of the BIWG after that date will depend on whether or not RSAC assigns additional tasks to the group.

FRA is participating fully in a Bridge Safety Task Force organized by the American Short Line and Regional Railroad Association (ASLRRA) to develop and standardize bridge management programs and procedures used by smaller railroads to uphold the safety of their bridges. The ASLRRA bridge safety initiative also includes sponsorship of bridge safety seminars and discussions, in which FRA has participated actively.

FRA has taken a non-regulatory approach to the issue of Railroad Bridge Safety. There are many reasons for this, not the least being the exemplary safety record of railroad bridges up to the present time. However, FRA has several valuable enforcement tools available in the event that a bridge owner does not adequately provide for the safety of train operation on its bridges.

The Emergency Order authority held by the FRA Administrator is a very valuable tool, under which FRA can order operating restrictions or a complete cessation of train operation on an unsafe bridge. FRA has found it necessary to issue such an order three times since 1993. FRA has also entered into Compliance Agreements, under which a railroad agrees to adopt a strict regimen of bridge inspection and management practices under the close supervision of FRA personnel. Both of these are not only effective in their own right, but provide FRA with a predictable and effective authority in dealing with bridge safety problems.

The four additional railroad bridge safety specialists requested in the 2009 budget will increase the size of the FRA Bridge Staff from seven to eleven. The additional staffing will permit an increase in the number of bridge management evaluations performed on railroads of all sizes.

There are more than 500 railroads of all sizes in the United States, and a large majority of those own bridges. The increase of four persons will reduce the ratio of railroads per specialist from approximately 75 down to approximately 50 railroads per FRA Bridge Safety Staff employee. Given that, the major railroads, Class I's and passenger carriers, are under a continuing evaluation, and the time spent investigating complaints and other non-evaluation work, we should be able to reach the smaller railroads for evaluation on a cycle of approximately every four or five years with a staff of eleven persons.

Name: Tamara Keller and Gordon Davids
Date: 7/9/2008
Subject: FY09 House Appropriations QFR #18

STATUS OF RAILROAD BRIDGES

QUESTION: Please describe the ownership of the Nation's bridges. How many railroad bridges are wholly publically owned? How many are partially publicly owned? How many are privately owned? Is there any other ownership scheme not mentioned above? Please describe.

RESPONSE:

A large majority of the Nation's railroad bridges are owned by the privately-owned railroads that operate trains over them. Some bridges that carry railroads over public highways were built and are owned by the highway agency. Some railroads themselves are publically owned, particularly commuter carriers, and some are quasi-public entities, such as some port authorities.

The FRA Office of Safety, under which the FRA Bridge Safety Program is conducted, makes no distinction between public and private ownership of a railroad bridge, nor is the public/private ownership of the railroad or bridge owner considered as a safety issue. FRA holds all owners of railroad track in the General System of Railroad Transportation to the same standard. FRA also extends that jurisdiction to some railroads not part of the General System, as, for instance, some tourist railroads.

Appendix C of the Federal Track Safety Standards clearly places the responsibility for the safety and adequacy of a railroad bridge with the owner of the track carried by that bridge. Regardless of whether the track owner or some other entity or consultant conducts the inspection and maintenance of a bridge, the Track Owner is responsible for the safety of train operation over that bridge.

The FRA Bridge Safety Program is completely independent of any funding mechanism for inspection, management, maintenance, construction or replacement of bridges.

FRA does not maintain an inventory of railroad bridges, and we do not have available a count of railroad bridges by ownership. We do not consider the type of ownership of a railroad bridge to be a safety issue, and the Office of Safety does not fund bridge inspection or maintenance. Therefore, no safety benefit can be gained by maintaining such an inventory. Keeping such an inventory useful and current would probably require a level of effort that would equal that presently being used for the entire Bridge Safety Program. That expense cannot be justified by a safety benefit, and it would not conform to the requirements of the Paperwork Reduction Act.

Name: Tamara Keller and Gordon Davids
Date: 7/9/2008
Subject: FY09 House Appropriations QFR #19

RAILROAD RESEARCH & DEVELOPMENT GRANTEES

QUESTION 20: Please provide a list of all Railroad Research and Development grantees, research objectives for each grant, activities undertaken, and the total amount of each grant, the total amount to be awarded in fiscal year 2009, and scheduled completion date for each research project. Please provide this information by program activity.

RESPONSE: A listing of all Railroad Research and Development grantees is as follows:

Grantee: Norfolk Southern Railroad

- Title: LEADER (Locomotive Engineer Assist Display and Event Recorder) Program
- Objective: To reduce emissions, reduce fuel use and enhance train safety.
- Activities Undertaken: Work jointly with the Norfolk Southern Railroad to develop and demonstrate the LEADER. The LEADER system includes hardware and software which assists the locomotive engineer in real time to make optimum train handling runs every time. This system will incorporate the use of Electrically Controlled Pneumatic (ECP) Brakes and Remote Power leading to "cruise" type control.
- Funding in FY 2008: $300,000
- Proposed funding in FY 2009: $300,000
- Scheduled Completion: 2008/2009
- Program: Railroad Systems Issues & Locomotive R&D

Grantee: University of Nebraska, Lincoln, Nebraska

- Title: Transient Risk Factors and Fatigue Research
- Objective: To determine transient risk factors for human factors caused railroad accidents; to develop documentation and justification for a work schedule manager credentialing program; to reanalyze work-rest diary data and simulator data and refine experimental design for future fatigue research studies in locomotive engineers and trainmen.
- Activities undertaken:

Deleted: 5/2/2008

Name: Brenda Horn and Terry Tse
Date: 7/9/2008
Subject: FY09 House Appropriations QFR #20

Transient Risk Factors. More than 1500 yard switching and over-the-road rail accidents and derailments have been coded and analyzed to identify human factors related causes and specific transient risk factors, or triggering events that result in an accident. Preliminary results show that human factors caused accidents play a larger role that previously estimated. More than 40% of all rail accidents analyzed indicate one or more primary human factors causal elements that occur within a very short duration high risk time period, followed by a critical triggering event that results in an accident. Further classification and validation of these transient risks will improve the recognition and management of transient risk factors and triggering events, allowing safety interventions to be tailored to specific high risk categories and reducing the overall risk of human factors related rail accidents and derailments.

Fatigue Research. Work/rest and activity data from a previous diary study of locomotive engineers is being reanalyzed to better understand cumulative fatigue and performance among train crews as a predictor for increased risk of rail accidents and derailments. Preliminary analysis has revealed a unique predictive model for locomotive engineer fatigue and alertness. Previous data from a locomotive simulator fatigue performance study is also being re-analyzed to better understand the relationship between track conditions, work-rest cycle, and train control. Preliminary results of this study show train control can be improved under varying track and terrain conditions if on-duty and fatigue recovery rest strategies are properly designed and managed. These new analyses will assist in the design of more effective fatigue management methods in train crews, resulting in improved operational performance and accident risk reduction. In addition, a preliminary job analysis of work schedule managers is nearing completion. Focus groups and interviews with shiftwork subject matter experts in both industry and academia have been completed. Interviews with practitioners in specific occupational settings who are responsible for scheduling shiftwork are scheduled for completion in the summer of 2008. The outcomes of these efforts will form the foundation of the business case outlining the need for the development of a certification for work schedulers, and recommendations as to how such a program may be accomplished. The preliminary job analysis for work schedule managers and business case will be presented to other government stakeholders in the Fall of 2008.

- Funding in FY 2008: $286,000
- Proposed funding in FY 2009: None
- Scheduled completion date: 2009/2010
- Program: Human Factors

Grantee: Railroad Research Foundation

- Title: Countermeasures to reduce the incidence of suicides
- Objective: Determine the prevalence of and underlying causal factors for rail-related suicides. Develop and implement countermeasures to reduce the incidence of suicides along railway rights-of-way.
- Activities Undertaken: The Grantee has completed a literature review of railway suicide research in the U.S. and internationally. A retrospective prevalence study has been conducted to determine baseline prevalence estimate of confirmed railroad suicides using existing sources of data such as railroad records, newspaper articles, and data maintained by states. Railroads are not required to report suicide incidents, so there is no existing data about the prevalence of these incidents on railway rights-of-way. To establish an ongoing surveillance system to report and monitor railroad suicides in a standardized manner, a prevalence assessment tool has been developed and has been implemented on seven railroads. OMB clearance was received on November 20, 2007 and Internal Review Board (IRB)clearance was given on Feb. 13, 2008 to conduct psychological autopsies as part of a causal analysis study to determine factors associated with railroad suicides. Psychological autopsy field investigators have been trained in various geographic regions to allow for adequate coverage across the country to conduct 60 psychological autopsies. The prospective study using the standardized tool is expected to be completed in 2008. The psychological autopsies are expected to be completed in 2008/2009 time frame. Completion of the suicide prevention strategies is expected to be completed in the 2009/2010 timeframe.
- Funding in FY 2008: $250,000
- Proposed funding in FY 2009: $250,000
- Scheduled completion: 2010
- Program: Human Factors

Deleted: 5/2/2008

Grantee: Transportation Research Board

- Title: Transportation Safety Innovations Deserving Exploratory Analysis (IDEA) Program
- Objective: To provide start-up funding for promising, but unproven, innovations in rail safety. This program is co-funded by FRA and the Federal Motor Carrier Safety Administration and takes advantage of intermodal safety research solutions.
- Activities Undertaken: To date the following rail related projects have been awarded. Those systems include a System to Detect Truck Hunting on Freight Railroads; Cracked Axle Detection on Moving Freight Railcars; and Monitoring Freight Train Position to Improve Emergency Response. Several other projects may have application to rail safety: Auto Radio Override Alert System for Highway/Railroad Grade Crossings; Safety Effects of Operator Seat Design in Large Commercial Vehicles; Driver Alertness Indication System; and Driver Feedback for Passive Railroad Grade Crossings.
- Total Cooperative Agreement: $775,000 (FRA portion)
- Funding in FY 2008: $200,000
- Proposed funding in FY 2009: $200,000
- Scheduled Completion: on-going
- Program(s): Railroad Systems Issues; Human Factors; Rolling Stock; Hazardous Materials; Train Occupant Protection; and Grade Crossing-Human Factors

Grantee: Oklahoma Department of Transportation

- Title: Biodiesel as an Alternative Fuel for Passenger Locomotive Engine
- Objective: Determine the feasibility of Biodiesel as an alternative source of fuel for passenger locomotive engines.
- Activities Undertaken: The Grantee will cooperate with FRA, Amtrak, General Electric or Electro Motive Diesel in preliminary testing of the alternative fuel at Transportation Technology Center, Inc. The testing period will be for one month. The locomotive, hauling 4-5 coach cars, will simulate the route profile of the Amtrak Heartland Flyer locomotive as it travels from Oklahoma City, OK to Forth Worth, TX. The fuel efficiency, engine exhaust emissions as well as the wear and tear of the engine parts will be monitored during

Deleted: 5/2/2008

the testing period. At TTCI the test will be simulated on the RTT. Once the preliminary tests are concluded the locomotive will be placed in revenue service and will be tested for a period of one year. During this time different blends of Biodiesel will be tested in the engine.

- Funding in FY 2008: $200,000
- Proposed funding in FY 2009: $250,000
- Scheduled completion: 2010
- Program: Equipment

Grantee: Marshall University, Huntington WV.

- Title: Hazmat Railcar Tracking Technology
- Objective: This project will focus on advancements in the development and testing of mobile rail assets tracking technologies and assist in identifying several of the railroad industry human systems integration issues that must be addressed to ensure the technology is developed appropriately improving the potential for cost effective deployments. The objectives are: 1) Identify and utilize the appropriate principles of Human Systems Integration for Autonomous Railcar Tracking (ART) Technology hardware, software and user interface design and development procedures; 2) Identify, analyze and document human factors issues (training, processes and procedures) and any other issues for ART technology deployment throughout the operations of the CSX Corporation; and 3) Develop and test prototype ART technology components at various locations within the CSX network including tracking of Hazmat shipments through Washington DC.
- Activities Undertaken: A previously instrumented railcar provided by the CSX Corporation (Alabama) was tracked and data monitored and processed for archival. Two preliminary tracking experiments were conducted on a main line track from Russell, KY to Columbus, OH using equipment mounted on a locomotive. Another railcar tracking box was configured and another rail car has been selected for instrumentation. This instrumentation will be installed and the web site modified as needed to track multiple cars using radio frequencies. Several small scale tracking experiments were performed using cellular communications and the AnyTrack commercially available systems. This system assists in ART user interface design and assessments for HSI purposes. The successful use of the CSX radio

frequency communications network for transmitting the locations of one CSX radio frequency (CSX-RF) portable tracking device with continued planning to expand the number of CSX-RF portable tracking devices. Approximately one dozen CSX-RF portable tracking devices are being fabricated through a design produced for a demonstration project during the month of April at a CSX rail-yard in Alabama.

- Funding in FY 2008: $0
- Proposed funding in FY 2009: $0
- Scheduled Completion: June 2008
- Program: Human Factors

Grantee: Marshall University, Huntington WV.

- Title: A Multi-task Project to Improve Safety for Railroads .
- Objective: Activities include project utilization of technology developed through previous FRA grants and other non FRA resources. Demonstrate an automated train location device. Develop and evaluate intelligent grade crossing technology. Design, deploy and evaluate self illuminating railcar reflector technology. Investigate design criteria for a locomotive engineer's seat.
- Activities Undertaken: The rail corridor from Russell, KY to Columbus, OH was surveyed using high accuracy GPS techniques integrated with video cameras to assist in the location of critical train control assets, switches, signals, signals etc in addition to identifying parallel tracks. The line was surveyed twice using instrumentation retro-fitted to a locomotive on a revenue train consist enabling safety advantages through easier access to the line. The data compared very favorably and a web site was developed to show and compare the data sets. The first production size prototype using LECD light panels was produced for the grade crossing demonstration and the final site for testing is still being determined in cooperation with CSX Corporation with participation from BNSF also. The LECD rail car reflector project is completed and any other task will be in conjunction with other tasks or projects as needed. The team for the locomotive seat project was finalized and began the final steps to producing the literature review narrative and bibliography through weekly meetings with first draft expected in February.
- Funding FY 2008: $0
- Proposed funding in FY 2009: $0

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- Scheduled Completion: June 2008
- Program: Human Factors

Railroad Research Foundation (RRF)

- Title: Vital PTC Program
- Objective: To develop a centralized vital positive train control (PTC) system with generalized enhancements to this technology that can be employed in other PTC systems being developed in the industry such as moving signaling block implementation. This program will serve to stimulate the continued refinement as well as the proliferation of PTC development.
- Activities undertaken – Program has been active for over a year with cooperative efforts from Transportation Technology Center, Inc (TTCI) and Lockheed Martin Corporation, who has committed to contribute $2 million in-kind services a year for three years. "Build one" with train location determination system will be tested and verified in TTCI in April, 2008. A technical review is held every two months among representatives of Norfolk Southern Corporation, FRA, RRF, TTCI and Lockheed Martin to ensure that the program is on track.
- Funding in FY 2007: $2,239,000
- Funding in FY 2008: $1,400,000
- Anticipated Funding in FY2009 $600,000
- Scheduled completion date: 2010
- Program: Train Control

Grantee: TBD

- Title: Wayside Component Inspection Demonstration
- Objective: To work co-operatively with up to three railroads to develop wayside inspection methodologies (eg. Wheel temperatures, profiles). Wayside Inspections allow for unattended inspection of freight car components and allows for pro-active preventative maintenance enhancing safety against derailments and other accidents. In-track installations are anticipated.
- Activities Undertaken: Purchase, install, and evaluate additional wayside inspection systems that focus on real time inspection of freight cars for safety. Simple design, low cost, ease of installation, maintenance, and utilization are essential in a rail environment. The alerts were integrated into the railroad IT system.

Deleted: 5/2/2008

- Funding in FY 2008: $600,000
- Proposed funding in FY 2009: $600,000
- Scheduled Completion: 2010
- Program: Rolling Stock and Components

Various Grantees

- Title: Broad Agency Announcement – Communication and Train Control
- Objective: Using Broad Agency Announcement as an instrument to solicit various viable proposals to develop and advance the technologies in train control and wireless communication areas, which will enable the maturation and applicability of positive train control systems in railroad operation.
- Activities undertaken: To process the Broad Agency Announcement in FedBizOpps and Grants.gov to solicit a number of proposals and to organize committees to evaluate the merits and viability of these proposals for selection about five or more projects to be awarded with a ceiling amount of $500,000. Other than grants and cooperative agreements, some projects may be awarded through contracts. As of March, 2008, three projects out of six submitted through this program have been accepted, and one project is under consideration.
- Funding in FY 2007: $1,200,000
- Funding in FY 2008 $800,000
- Funding in FY 2009 $1,000,000
- Scheduled completion date: TBD
- Program: Train Control

Railroad Research Foundation (RRF)

- Title: Common Operational Picture in Chicago Terminal
- Objective: To implement a computer networking scheme to consolidate the computer aided dispatching information transmitted through a protected Internet communication protocol from all the operating freight and passenger railroads to a central server which allows authorized users to display all this information on one computer screen. This information will aid significantly to reduce the congestion of rail traffic at interchange points and grade crossings in Chicago, and will result in efficiency and throughput gains.

- Activities Undertaken: A pilot project in 2007, submitted by and awarded to Union Switch and Signals through the BAA process, to develop the software and graphics display program using dispatching information from four freight railroads in Chicago was very successful. As a continued effort of this pilot project, a consortium of the railroad industry, Chicago Transportation Coordination Office (CTCO), whose objective to improve the rail operation in Chicago terminal, plans to cooperate with RRF and FRA to broaden this computer network to cover all the railroads and the whole Chicago terminal. Funding has been allocated from FY08 budget but the grant may be awarded in FY 2009 due to extensive planning and coordination including cost sharing discussion.
- Proposed funding in FY 2009: $1,000,000
- Scheduled Completion: 2010
- Program: Train Control

University of Illinois-Chicago

- Title: Enhancements and support of Systematic Analysis of Multi-Body Systems (SAMSRAIL)
- Objective: To enhance the capabilities and provide support for the SAMSRAIL. Originally, the University of Illinois developed this software for FRA to enhance the government's capability for modeling and simulating the dynamic performance of a user-defined vehicle/track system with modeling and simulation capabilities for light weight, high speed vehicle/track system.
- Activities Undertaken: The University of Illinois developed a comprehensive software (SAMSRAIL) for FRA capable of simulating the dynamic performance of vehicle/track system with modeling and simulation capabilities for lightweight, high-speed vehicle/track system, for independent government safety performance evaluations capability. The effort on enhancement of the software and demonstration of SAMSRAIL capabilities will be continued.
- Funding in FY 2006: $502,462
- Funding in FY 2008: $500,000
- Proposed Funding in FY 2009: $500,000
- Scheduled completion date: FY 2010
- Program: Track/Train Interaction

University of California at San Diego

- Title: On-line High-Speed Rail Defect Detection
- Objective: The objectives of this university R&D grant are to develop a rail defect detection method that allows **higher inspection speeds** and **higher defect detection reliability** than are currently achievable.
- Activities Undertaken: Prior phases confirmed the concept, and the results have been published in peer-reviewed technical journals. A formal National Technical Information Service report has also been published and distributed in accordance with FRA's policy of technical information sharing. A prototype system has been designed, built, installed on the FRA hi-railer, and re-tested for field validation on railroad track near Gettysburg, PA, during March 17-20, 2008. Although the data is being analyzed, the initial results are encouraging. Prototype enhancements based on the lessons learned from this test, technology demonstration, and deployment are planned for completion by the end of FY 2009.
- Award Amount: FY 2008: $250,000 (Planned)
- FY 09: $350,000
- Scheduled Completion: 2009 (planned)
- Program: Track & Structures

Tuskegee University

- Title: Fracture and Fatigue Evaluation of Slot-weld Railhead Repairs
- Objective: The objective of this research is to investigate the microstructure, mechanical performance, fracture resistance and fatigue damage tolerance of slot-welded railheads.
- Activities Undertaken: Under previous FRA research, the fracture and fatigue damage tolerance of bainitic, pearlitic and manganese rail steels were studied. The microstructure of the three rail steels were correlated with their mechanical performance related properties namely ultimate strength, fracture toughness and fatigue damage tolerance. Four refereed journal publications and four conference presentations including the Transportation Research Board were generated from this work. The current work on slot-welds will build on these results and contribute to rail safety, which is a priority area under FRA's 5-year Strategic R&D Plan.
- Funding in FY 2008: $94,000 (Awarded 2/22/08)
- Proposed funding in FY 2009: $97,000

- Scheduled Completion: 2010 (planned)
- Program: Track & Structures

University of Nebraska, Lincoln, Nebraska

- Title: Regenerative Power for Track Health Monitoring
- Objective: To develop a robust technique for generating electrical energy from the mechanical power of passing trains, to power remote sensing networks for track health monitoring and passive crossings.
- Activities undertaken: This research investigates two principal methods of harvesting mechanical power from passing railcars to provide electrical power at remote locations. An electromagnetic device (a simple electric generator) directly driven by vertical rail displacement (Figure 1a), a piezoelectric device (a crystalline material in which strain induces voltage) that is attached to the bottom of the rail and is driven by the longitudinal strain produced by passing railcars (Figure 1b) were studied. It was demonstrated that each of these techniques can generate electrical power on the order of milliwatts (mW) per device when loaded, which should be sufficient to operate simple sensors. The current focus is to quantify the electrical power that can be generated using these methods under typical rail operating conditions, with the goal of ultimately being able to develop a system that uses regenerative techniques to supply power for track-health monitoring sensor networks and/or passive crossings.
- Funding in FY 2008: $150,000
- Proposed funding in FY 2009: $150,000
- Scheduled completion date: 2009 (planned)
- Programs: Track and Structures/Grade Crossing

Railroad Research Foundation

- Title: PTC Interoperability Testing
- Objective: Interoperability testing of different railroad PTC implementations built to industry standards to provide assurance that these systems will function correctly on a foreign railroad's network.
- Activities Undertaken: This would be a new project for FRA. The project will have considerable railroad participation. Each railroad will be expected to provide equipment built to industry standards for testing. The AAR will provide support for standards configuration management during this process. Efforts will include:

  - Laboratory simulation of components built to the given standards conducted by an independent laboratory. It will become a permanent laboratory facility for future testing.
  - Field testing of systems on a case by case basis using the same simulation scripts and oversight from the laboratory simulation contractor.
  - Documentation of test results for input into Product Safety Plans, to be submitted to FRA
- Proposed funding in FY 2009: $1,000,000
- Scheduled completion date : FY 2011
- Programs: Train Control

University of California at San Diego

- Title: Rail Buckling And Neutral Temperature Study
- Objectives: The objectives of this university R&D grant are to develop a system to detect incipient rail buckling from a moving rail-bound vehicle.
- Activities Undertaken: The project will consist substantially of three phases. The first phase will include the development of a numerical model to predict rail the behavior of a number of rail parameters under varying loads. The second phase will involve validation of the model predictions in a large scale lab setup. The third phase will include the development and field testing of a prototype to detect the rail parameters (identified and verified in phases 1 and 2) that change with load, in order to detect incipient buckling.
- Award Amount FY08: $200,000 (planned)
- FY09: $400,000
- Scheduled Completion: FY10
- Program: Track and Structures

CAB TECHNOLOGY INTEGRATION ACTIVITIES

Question 23: Please describe FRA's cab technology integration activities in 2007 and the plan for FY 2009.

Response: In 2007, cab technology integration activities related to the acquisition of the Cab Technology Integration Laboratory (CTIL) included the Request for Proposals, in April 2007 for the design, build, and technical support of the laboratory. In September 2007, Alion Science and Technology was awarded the contract. The first phase of the 3-phase contract (design, build, and then support) was completed with the acceptance of the design plan for the laboratory in December 2007.

The FY 2008 plan for CTIL will include:

- Initiation of the build-phase of the contract. Alion Science and Technology will provide three deliverables to the FRA related to the researcher station to include:
    - Core Functional Capability (Construction of Researcher control workstation to include Engineering analysis and modeling toolset, locomotive simulator management and control, by December, 2008)
    - Network Capability (initial network and Ethernet capability by December 2008)
    - Researcher Post-Run Analysis Capability (Researcher analysis software capability by December 2008)

FY 2009

- The Locomotive simulator cab-shell and components as well as the Human Factors tool suite will be completed with receipt of additional funding planned for FY 2009. The cab-shell will consist of a full size SD-70 locomotive cab with AAR 105 control stand and other specifications required including a 50 track-mile database for simulations.
- The human factors tool suite will consist of software to analyze operator workload, situational awareness, and control/display design and visualization software tools to experiment with new designs and control configurations.
- Completion of this "build-phase" will also allow the FRA to integrate, test and evaluate third party controls and displays as they relate to the human performance of safe integration and operation.

- Following completion of build-phase, the FRA will begin to conduct safety research and evaluation activities on new cab technology.

Name: Brenda Hom and Mike Jones
Date: 4/4/2008
Subject: FY09 House Appropriations QFR #23

LEVEL BOARDING

QUESTION 22: The FY 2009 request includes $300,000 to initiate and design a bridge plate to provide "level boarding" on passenger trains. How will this research initiative impact the station platform rulemaking that is currently underway?

RESPONSE: The project to design a deployable bridge plate that could facilitate level boarding is independent of the pending rulemaking, FRA expects the actual rule to complete long before this technology concept is developed and deployed.

FRA supports the goal of barrier free access to public transportation, including intercity and commuter rail. However, FRA recognizes that such barrier free access (i.e., the level boarding from platforms immediately adjacent to passenger cars) may come at a relatively high price for passenger systems that operate on private freight railroads. This is especially true for those passenger systems wishing to preserve large clearance envelopes to continue pattern of finding efficiencies through the use of larger rail freight cars.

The goal of this proposed project is to examine the feasibility of developing a low cost, reliable system that could be deployed from cars to bridge a considerably larger gap than is envisioned in the rulemaking and to do so with a cycle time that does not significantly impact schedules. Such a system would achieve the twin goals of providing barrier free access while preserving clearance envelopes that might be critical to the future expansion of rail freight transportation to meet our freight mobility needs.

Name: Brenda Horn and Mark Yachmetz
Date: 4/1/2008
Subject: FY09 House Appropriations QFR #22

R&D REIMBURSABLE PROGRAM

QUESTION 21: Please describe the specific activities undertaken through FRA's reimbursable R&D program and the amounts paid to FRA for each in fiscal year 2009.

RESPONSE: FRA will not be executing any reimbursable R&D program activities in fiscal year 2009.

Name: Brenda Horn and Magdy El-Sibaie
Date: 4/1/2008
Subject: FY09 House Appropriations QFR #21

HIGH-SPEED PASSENGER TRUCKS

QUESTION 48: FRA is requesting $500,000 for the design of high-speed passenger trucks. Please describe the agency's cost estimate to develop and test these trucks.

RESPONSE: The objective of this project is to develop detailed design requirements for a high speed passenger truck based on performance criteria appropriate for operating on existing North American railway tracks that are maintained to meet the requirements of both passenger and freight service and then to design, build, and test the bogie to evaluate the benefits of the improved design.

The initial efforts of this project will concentrate on understanding the relationship between truck design, track configuration and irregularities, and vehicle performance. This will involve conducting a review of the existing truck designs and literature for both tilt and non-tilt equipment and the tradeoffs of various truck parameters to meet performance specifications. In addition, simplified analytical models will be developed to evaluate existing truck design configurations and explore the adaptability of various truck design features to typical US track conditions and common vehicle configurations. These studies are expected to define key desirable characteristics and an understanding of the design parameters necessary to achieve equipment performance.

Idealized truck designs will then be developed with idealized vehicle bodies of typical configurations. These designs will then be used to explore variations in track conditions and track configurations that are typical of incrementally improved corridors to determine the range of acceptable operating conditions.

This work would result in a detailed design requirements document that would be appropriate for a variety of vehicle configurations including tilt mechanisms, multi-level seating and articulated trucks.

The next phase would be to choose a baseline vehicle configuration and to develop specific bogie designs appropriate for that configuration. Ideally, this vehicle design would be of existing manufacture and generic enough to

Name: Brenda Hom and Terry Tse
Date: 4/4/2008
Subject: FY09 House Appropriations QFR #48

evaluate the specifics of the bogie rather than the bogie vehicle connection. Vehicle dynamic performance will be determined using detailed computer simulation models and data derived from these models.

Methods of manufacture would be explored and possible manufacturing partners would be sought. The details of this work would need to be developed but a competitive process with appropriate development cost sharing would be a reasonable approach. Alternatively, a design that could be retrofitted into existing equipment may be possible and may be the preferable path.

Finally, a set of prototype trucks would be manufactured and integrated into a test vehicle. Specific testing scenarios will be defined to validate the predicted vehicle performance. The vehicle would then be operated in a test configuration to demonstrate the improved design attributes and range of performance. Specific details of the economic and maintenance benefits related to the bogie design will be estimated for a range of operating conditions and track configurations.

This will be a multi-phased effort. Phase 1 focuses on the development of detailed design requirements for multiple vehicle configurations. Truck design and fabrication will be developed in Phase 2. Testing and demonstration will be performed in Phase 3. The $500,000 requested for FY2009 is to initiate the Phase 1 effort and to complete half of the development of detailed design requirements.

Name: Brenda Hom and Terry Tse
Date: 4/4/2008
Subject: FY09 House Appropriations QFR #48

DERAILMENTS

QUESTION: How many track geometry cars are in operation in the private sector?

RESPONSE:

The following are known private sector geometry cars in operation: Amtrak has two geometry cars, including a Gage Restraint Measurement System (GRMS); BNSF has two geometry cars; CN has one geometry car; CP has geometry and a GRMS car; CSX has a geometry car and two GRMS cars; NS has two geometry cars; and UP has two geometry cars. Of the major Class I railroads, only the KCS does not have a geometry car. Each of the following has at least one geometry car: NJT, MBTA, NYCT, LIRR, and CalTrain. Several companies, e.g., Holland Company, contract and utilize a Hi-Rail truck to measure track geometry and GRMS.

With the exception of Amtrak, the difference among the private sector cars and ATIP cars are the exact manner in which the cars collect geometry data, i.e., ATIP and Amtrak measure and report geometry according to the Federal Track Safety Standards in a different way than private sector cars report. The private sector cars measure geometry to a more restrictive and or specific standard, i.e., uses shorter or longer chord lengths for alignment, warp, and twist requirements.

Name:	Tamara Keller and Arthur Clouse
Date:	4/2/2008
Subject:	FY09 House Appropriations QFR #35

DERAILMENTS

QUESTION: Please update the committee on FRA's efforts to procure new track geometry cars. When were the two cars procured?

RESPONSE: FRA awarded a contract on April 15, 2005, for the construction of two new rail bound geometry cars. On March 30, 2007, post acceptance testing, FRA took delivery of a locomotive-towed geometry car (T-20) and a self-propelled geometry car (T-19).

On April 23, 2007, the T-20 began surveying railroad track nationwide and to date has accumulated 23,671miles. On April 30, 2007, T-19 began surveying railroad track nationwide and to date has accumulated 4,129 miles. Regrettably, T-19 was involved in a serious at-grade crossing collision on July 6, 2007, shortening its expected mileage. The car is currently undergoing repairs and is expected to resume surveying September 2008.

Additionally, as of March 30, 2007, the T-7, which has been surveying since 2001, has accumulated 23,727 miles. Finally, ATIP occasionally utilizes research and development cars, T-16 and T-18 (gage restraint measurement system), for special surveys. Combined, ATIP cars have accumulated 63,788 miles to date. ATIP's goal is to survey 100,000 miles per year, which effectively increases geometry car mileage an estimated 200%. It also increases inspection frequency from once every 5 years to once every other year over the Nation's 142,000-mile main-line rail transportation network. FY 2008, marks a major milestone for ATIP by exceeding one million miles surveyed since program inception in 1974.

Considerations for the deployment of the geometry cars include risk assessment of prioritized rail lines including: passenger rails/routes, high hazardous materials shipments, high tonnage shipments, and military corridor routes. A new tool developed and implemented on ATIP cars is Track Quality Index (TQI). Track quality (as determined by ATIP database indicators: exceptions per mile, per foot of track, per class of track, etc.), is an accurate indicator of the railroad maintenance level. As a result, TQI provides information and intelligence of safety trends and degradation of subsequent track exception remediation found in previous surveys. In addition, ATIP reviews and considers regional accident/incident data as a basis for scheduling ATIP inspections.

Name:	Tamara Keller and Arthur Clouse
Date:	4/4/2008
Subject:	FY09 House Appropriations QFR #34

PASSENGER EQUIPMENT CRASHWORTHINESS PROGRAM

QUESTION 38: In the 2005 hearing record FRA indicated eight additional crash tests were "planned for fiscal years 2004, 2005 and beyond to test proposed design improvements." In the 2006 hearing record, FRA stated that it rescheduled its 2005 test to February 2006. It also stated that two more tests with a bi-level passenger car were planned for FY 2006 and 2007. Please update the committee on the status of these tests. How many of those tests were conducted in fiscal year 2006, 2007 and 2008 and what were the specific tests. What is the remaining crash test schedule?

RESPONSE: The FRA Passenger Equipment Crashworthiness Program has conducted two full-scale tests during fiscal years 2006, 2007, and will conduct an additional 3 full-scale tests in 2008. The tests performed address in-line collisions and grade crossing accidents. The objectives of the tests are to either establish a baseline level of performance of conventional passenger carrying equipment or to evaluate the effectiveness of improved alternative designs.

A train-to-train impact test of improved-crashworthiness passenger equipment was conducted on March 23, 2006. The improved design utilized crush zones distributed along the length of the train. These crush zones gracefully deform and absorb energy in a controlled manner. During the test, the front of the cab car crushed approximately 3 feet, and the crush propagated back to all of the unoccupied ends of the trailing passenger cars. All of the space for the passengers and crew remained intact, without any intrusion. In a similar test of conventional equipment conducted on January 31, 2002, the colliding cab car crushed by approximately 22 feet and overrode the locomotive, eliminating the space for the operator's seat and for approximately 47 passenger seats.

As a result of the success of this test, Metrolink and commuter rail operating authority in Southern California is purchasing new passenger rail cars with crush zones and planning on retrofitting their existing fleet with improved features. FRA continues to provide support to this technology transfer initiative.

Another in-line test conducted under this program was a single multi-level car into a rigid test barrier. This test was conducted on October 2, 2007. The car experienced uncontrolled crush as predicted. The results of the test are being utilized by industry stakeholders to evaluate potential design changes for future car designs.

On April 16, 2008 a dynamic full-scale test of a cab car endframe will be conducted. On May 18, 2008 and June 14, 2008 quasi-static tests will be conducted. These tests are intended to demonstrate alternative means of demonstrating compliance with energy absorption standards, such as the regulations proposed in the FRA's NPRM, Passenger Equipment Safety Standards; Front-End Strength of Cab Cars and Multiple-Unit Locomotives, published August 1, 2007 in the Federal Register.

Tests planned for 2009 - 2011 include: a two-car test of multi-level equipment, a grade-crossing test of a cab car with crush zones, a rollover test, and a static squeeze test of articulated equipment.
The full-scale impact tests to date have been essential in developing strategies for improving safety. All tests are planned in conjunction with key industry stakeholders and will potentially result in enhanced industry crashworthiness standards and/or federal regulation.

Name: Brenda Horn
Date: 04-01-2008
Subject: House FY09 Appropriations QFR #38

RAILROAD REHABILITATION & IMPROVEMENT FINANCING (RRIF)

QUESTION 24: Please provide a table showing all outstanding RRIF loans.

RESPONSE: The table below shows all outstanding RRIF loans as of March 26, 2008.

Loan Recipient	Fiscal Year Issued	Loan Amount
Amtrak	2002	$100,000,000
Mt. Hood Railroad	2002	$ 2,070,000
Arkansas & Missouri	2003	$ 11,000,000
Nashville & Western	2003	$ 2,300,000
Stillwater Central	2004	$ 4,675,250
Wheeling & Lake Erie	2004	$ 25,000,000
Great Smokey Mountains	2005	$ 7,500,000
Riverport	2005	$ 5,514,774
Iowa Interstate	2005	$ 32,732,533
Montreal, Maine & Atlantic Railway, Inc	2005	$ 34,000,000
Tex-Mex	2005	$ 50,000,000
Iowa Interstate	2006	$ 9,350,000
RJ Corman 1	2006	$ 11,768,274
RJ Corman 2	2006	$ 47,131,726
Wheeling 2	2006	$ 14,000,000
Virginia Railway Express	2006	$ 72,500,000
Great Western Railway of CO.	2007	$ 4,030,000
Columbia Basin	2007	$ 3,000,000
Nashville & Eastern 1	2007	$ 600,000
Nashville & Eastern 2	2007	$ 4,000,000
Iowa Northern	2007	$ 25,500,000
Total		$466,672,557

Name: Brenda Horn
Date: 7/9/2008
Subject: FY09 House Appropriations QFR #24

STATE OF GOOD REPAIR

QUESTION 55: Please provide a status report on FRA's efforts to define "state of good repair".

RESPONSE: "State of Good Repair" is a term of art that means different things to different people. FRA has undertaken research to identify how this term has been defined in the past. FRA reviewed the state of good repair definition provision in the FY 2008 Appropriations Act with and solicited input from the Northeast Corridor (NEC) Master Plan policy group at their February 29 meeting.

This group included the Chair of Amtrak's Board, Amtrak's CEO, State DOT Commissioners, and Secretaries of Transportation, or their designees, from the Northeast States, as well senior executives of the NEC commuter railroads. The Administrator has also sent a letter to Amtrak and the State DOTs soliciting comments. (A docket has been established to receive these comments and provide the opportunity for their review by interested parties.) While the challenge of creating a "common" definition among several parties frequently does not lead to quick resolution, FRA anticipates completing this task on schedule.

Name: Brenda Hom and Mark Yachmetz
Date: 4/2/2008
Subject: FY09 House Appropriations QFR #55

EFFICIENCY INCENTIVE GRANT UNOBLIGATED BALANCES

QUESTION 54: What are the unobligated balances for the FY 2006 and FY 2007 funding for the "efficiency incentive grant" program?

RESPONSE: There are no remaining unobligated balances for the FY 2006 and FY 2007 Amtrak Efficiency Incentive Grant Program. On December 10, 2007, the FRA Administrator signed the Efficiency Incentive Grant Agreement for Fiscal Year 2006 and Fiscal Year 2007 Appropriations which obligated all $62,683,000 made available in those years – under a reimbursable agreement.

Name: Brenda Hom and John Winkle
Date: 4/2/2008
Subject: FY09 House Appropriations QFR #54

PA STATION REDEVELOPMENT

QUESTION 25: Please provide an update to page 385 regarding the status of the Pennsylvania Station Redevelopment Project.

RESPONSE: The Pennsylvania Station Redevelopment Project originally encompassed redevelopment of the entire Farley Post Office Building, which is located across the street from the current Pennsylvania Station and includes the post office building as well as the adjacent Annex Building. A new Moynihan Station would be constructed in the Post Office Building.

In August 2006, a final environmental impact statement for the project was published. In October 2006, FRA approved the overall passenger platform design for the new Moynihan Station. In March 2007, in anticipation of commencing construction on Moynihan Station, the Moynihan Station Development Corporation acquired the Farley Post Office and Annex Building for $230 million. Currently, the remainder of the project is on hold while a larger project which involves moving Madison Square Garden (MSG) and renovating Pennsylvania Station is being considered. An environmental impact statement is being prepared for that larger project.

Under the larger project, the old MSG would be demolished and a new arena built in the Farley Complex. While the design is not final, it is expected to take up all of the Annex Building, the space between the Annex Building and the Farley Post Office (which was to be the Intermodal Hall in the original Moynihan Station designs), and some of the Post Office. As a result, the United States Postal Service would no longer have a strong presence in the Farley Complex. Most USPS employees and services would likely move to the nearby Morgan Facility. The rest of the Farley Post Office would be taken up by retail stores and rail-related services.

The train station portions of Moynihan Station, as currently planned, would exist below ground. The proposed new vertical access points would still be constructed, but the proposed above-ground facilities would not be constructed. Across 8th Avenue, a new Pennsylvania Station would be constructed on the site of the demolished MSG. The proposed design is intended to "open up" existing Penn Station and make using its transportation facilities more pleasant. In addition, new development would be sprinkled throughout the surrounding neighborhood.

Name: Brenda Horn and John Winkle
Date: 7/9/2008
Subject: FY09 House Appropriations QFR #25

OTHER: HAZARDOUS MATERIALS AND CHLORINE/ANHYDROUS AMMONIA

QUESTION: Please provide the number of car loads of hazardous materials transported each year. How many per train mile?

QUESTION: Please provide the number of car loads of chlorine and anhydrous ammonia transported each year. How many per train mile?

RESPONSE: The information on traffic volumes sought in both questions is displayed in the table below. Because hazardous materials loads tend to move regularly between the same points, rather than uniformly or randomly over the railroad system, the average length of haul is a better measure than cars per train mile. That information is also presented in tabular form below.

Carloads of Chlorine, Anhydrous Ammonia, and of all hazardous materials, by year:

Year	Chlorine	Anhydrous Ammonia	HazMat Total
2006	30,002	28,847	1,208,143
2005	29,895	30,870	1,180,537
2004	32,532	32,861	1,197,331
2003	30,254	30,687	1,130,808
2002	32,022	28,643	1,127,842
2001	29,129	25,975	994,582
2000	39,407	31,189	1,097,656
1999	44,627	36,599	1,118,779
1998	46,160	38,938	1,120,881
1997	46,493	40,952	1,141,890
Average	36,052	32,556	1,131,845

Average Length of Haul, Chlorine, Anhydrous Ammonia, selected PIH materials, and Hazardous Materials generally. (Distances shown in miles)

Anhydrous Ammonia	592
Chlorine	653

Other PIH materials*

Acrylonitrile	593
Bromine	385
Ethylene Oxide	290
Hydrogen Chloride	473
Hydrogen Cyanide	62
Hydrogen Fluoride	725
Nitric Acid, Fuming	454
Sulfur Dioxide	519
Sulfuric Acid, Fuming	411
Hazardous Materials, generally	728

* Dinitrogen Tetroxide and Phosgene are shipped so rarely by railroad that no meaningful average length of haul is available.

Name: Belinda Ashton
Date: 03-31-2008
Subject: FY09 House Appropriations QFR #7 and #8

RULEMAKING: FINAL REGUALTIONS

QUESTION: Please list all final regulations, ANPRMs, NPRMs and any new regulatory projects issued or pursued since last year.

RESPONSE: Following is a list of all final regulations, ANPRMs, NPRMs, and any new regulatory projects issued or pursued since FRA last reported in May 2007.

Final Regulations

- Use of Locomotive Horns at Highway-Rail Grade Crossings; Technical Amendments to Appendix D; direct final rule published 08/09/07 (72 FR 44790). (Confirmation notice with same title that FRA did not receive any comments or requests for an oral hearing on this issue published 10/18/07 (72 FR 59019).)

- Adjustment of Civil Penalties for Inflation; final rule published 09/06/07 (72 FR 51194).

- Locomotive Sanders; final rule published 10/19/07 (72 FR 59216).

- Adjustment of Monetary Threshold for Reporting Rail Equipment Accidents/Incidents for Calendar Year 2008; final rule published 12/28/07 (72 FR 73650).

- Passenger Train Emergency Systems; Emergency Communication, Emergency Egress, and Rescue Access; final rule published 02/01/08 (73 FR 6370).

- Railroad Operating Rules: Program of Operational Tests and Inspections; Railroad Operating Practices: Handling Equipment, Switches and Fixed Derails; final rule published 02/13/08 (73 FR 8442).

Interim Final Rules

- Hazardous Materials Security Rule – Toxic Inhalation Hazard Routing; NPRM published 12/21/06 (71 FR 76833); interim final rule in clearance in the Executive Branch.

Notices of Proposed Rulemaking (NPRM)

- Passenger Equipment Safety Standards; Front-End Strength of Cab Cars and Multiple-Unit Locomotives; NPRM published 08/01/07 (72 FR 42016).

- Electronically Controlled Pneumatic Brake Systems; NPRM published 09/04/07 (72 FR 50820).

- Improving the Safety of Railroad Tank Car Transportation of Hazardous Materials (SAFETEA-LU, sec. 9005(b) (49 U.S.C. 20155(a)), with Pipeline and Hazardous Materials Safety Administration (PHMSA); NPRM published 04/01/08 (73 FR 17818).

Other

- Proposed Revisions to the Schedules of Civil Penalties for a Violation of a Federal Railroad Safety Law or Federal Railroad Safety Regulation; proposed statements of agency policy (schedules of civil penalties) was published 12/05/06 (71 FR 70589), but supplemental proposed statements of agency policy (schedules of civil penalties) are being drafted because the separately mandated increase of ordinary maximum civil penalty from $11,000 to $16,000 made original proposal obsolete.

New Regulatory Projects and Programs in Development

- General Passenger Safety Review; platform gap management, pedestrian safety in station, boarding and alighting.

- Proposed amendments to FRA's Regulations Governing Loans and Loan Guarantees under the Railroad Rehabilitation and Improvement Financing Program at 49 CFR Part 260; an NPRM is being developed.

- Grant Program for Local Rail Line Relocation and Improvement Projects (SAFETEA-LU, sec. 9002, 49 U.S.C. 20154); NPRM published 01/17/07 (72 FR 1965); draft rulemaking document is currently under Departmental review.

- Passenger Train Emergency Systems. Follow-up NPRM to 2/08 final rule on subject, under development.

- Medical Standards for Safety-Critical Personnel. Tasked to Railroad Safety Advisory Committee.

- Front-End Strength of Cab Cars and Multiple-Unit Locomotives. Final rule in development.

- Hours of Service Electronic Recordkeeping; NPRM being developed.

- Accident/Incident Reporting Amendments; misc. reporting guide revisions. NPRM in final stages of development.

- Revision of the Roadway Worker Protection Rules. NPRM is being drafted.

- Vehicle/Track Interaction. Proposed revisions to 49 CFR Parts 213 and 238, principally regarding high-speed passenger service, under development.

- Railroad Safety Enforcement Procedures; Appeal and Hearing Procedures for Rail Routing Decisions Pursuant to 49 CFR 172.820 (companion rule to PHMSA Rail Security/Toxic Inhalation Hazard Routing Rule). NPRM in coordination.

- Locomotive Horn Rule amendments; resolution of excess risk estimates. FRA is planning to issue final rule amendments that will amend 49 CFR Part 222 to provide an excess risk estimate for grade crossings that are currently subject to FRA Emergency Order No. 15.

- Locomotive Safety Standards; General Revision. Phase I complete with publication of locomotive sanders final rule 10/19/07 (72 FR 59216). Phase II–General review of 49 CFR Part 229 underway.

- Safety Appliances/Freight. Draft NPRM under development.

- Review of Rail Integrity and Concrete Crosstie Safety.

- Amendments to requirements for plans for track constructed with continuous welded rail (49 CFR 213.119) by explicitly requiring that track owners provide FRA with proposed revisions to their plans before the revisions would become effective. Under development.

- DOT's FY 2008 Appropriations Act included funds that FRA plans to use to finish conducting research to assess conditions for the safe transportation of spent nuclear fuel. FRA plans to complete the necessary research on the optimum train consist makeup for a dedicated train hauling spent nuclear fuel. DOT expects to issue an NPRM in FY 2009.

Name: Brenda Horn and Billie Stultz
Date: 03-31-2008
Subject: FY09 House Appropriations QFR #50

RULEMAKING

QUESTION 53: What is the status of the Rail Line Relocation and Improvement Program rule? What is the timetable for grant applications and award for the FY 2008 funding for this program?

RESPONSE: The FRA published the Notice of Proposed Rulemaking (NPRM) for the Rail Line Relocation and Improvement Program on January 17, 2007. The comment period closed on March 5, 2007. FRA staff members have prepared a draft rule, reflecting and addressing comments received from nearly thirty respondents, and a draft Regulatory Evaluation. At present, the rulemaking, in its final draft stages, is under Departmental review. Consistent with program and regulatory review priorities, FRA anticipates publishing a rule this spring. A timetable for grant applications and awards for funds appropriated in FY 2008 will be set at the time of the rulemaking.

Name: Brenda Horn and Pete Montague
Date: 4/4/2008
Subject: FY09 House Appropriations QFR #53

DERAILMENTS

QUESTION: Please provide the total number of derailments for the past three years, by railroad.

RESPONSE:

DERAILMENTS IN DESCENDING FREQUENCY BY RAILROAD

RAILROAD	2005	2006	2007
UP Union Pacific RR Co. [UP]	730	663	526
BNSF BNSF Rwy Co. [BNSF]	462	482	447
CSX CSX Transportation [CSX]	339	273	215
NS Norfolk Southern Corp. [NS]	235	193	155
KCS Kansas City Southern Rwy Co. [KCS]	91	70	68
CN Canadian National - North America [CN]	46	72	55
DME Dakota, Minnesota & Eastern RR [DME]	50	30	24
ATK Amtrak [ATK]	35	43	28
CRSH Consolidated Rail Corp. [CRSH]	27	17	30
CP Canadian Pacific Rwy Co. [CP]	26	19	21
NJTR New Jersey Transit Rail Operations [NJTR]	6	13	15
IHB Indiana Harbor Belt RR Co. [IHB]	13	11	8
BRC Belt Rwy Co. Of Chicago [BRC]	13	11	10
FEC Florida East Coast Rwy Co. [FEC]	13	12	8
IAIS Iowa Interstate RR [IAIS]	10	12	5
WE Wheeling & Lake Erie Rwy Co. [WE]	14	14	11
SKOL South Kansas & Oklahoma RR Co. [SKOL]	10	7	10
TRRA Terminal RR Association Of St. Louis [TRRA]	15	11	7
MRL Montana Rail Link [MRL]	10	11	8
TASD Terminal Rwy Alabama State Docks [TASD]	3	7	17
EJE Elgin, Joliet & Eastern Rwy Co. [EJE]	12	7	8
ALS Alton & Southern Rwy [ALS]	10	7	9
CRL Chicago Rail Link [CRL]	7	7	6
KRR Kiamichi RR Co. LLC [KRR]	5	8	9
MNBR M & B RR LLC [MNBR]	3	16	9
KO Kansas and Oklahoma RR [KO]	7	4	4
LSRC Lake State Rwy Co. [LSRC]	3	7	13
CORP Central Oregon & Pacific RR, Inc. [CORP]	5	8	.
DGNO Dallas, Garland & Northeastern RR [DGNO]	7	8	3
GRS Pam Am Rwys/Guilford System [GRS]	4	10	3

TIBR Timberrock RR Co., Inc. [TIBR]	8	5	6
AVR Allegheny Valley RR Co. [AVR]	5	7	2
LI Long Island Rail Road [LI]	6	6	1
MMA Montreal, Maine and Atlantic Rwy, Ltd. [MMA]	3	4	6
SLWC Stillwater Central RR Co., Inc. [SLWC]	4	6	5
TXTX Econo Rail Corp. [TXTX]	1	7	7
WSOR Wisconsin & Southern RR Co. [WSOR]	4	4	9
SJVR San Joaquin Valley RR Co. [SJVR]	7	3	4
AZER Arizona Eastern RR [AZER]	2	5	5
MNCW Metro North Commuter RR Co. [MNCW]	2	9	2
KYLE Kyle RR Co. [KYLE]	6	3	4
NIRC Northeast IL Regional Commuter Rail Corp. [NI	2	3	8
PNWR Portland & Western RR, Inc. [PNWR]	4	3	1
PHL Pacific Harbor Line Inc. [PHL]	3	2	4
AKMD Arkansas Midland RR Co., Inc. [AKMD]	4	6	.
BPRR Buffalo & Pittsburgh RR, Inc. [BPRR]	6	2	4
IORY Indiana & Ohio Rwy [IORY]	8	.	3
WPRR Willamette & Pacific RR, Inc. [WPRR]	2	3	1
GWR Great Western Rwy of Colorado, LLC [GWR]	1	4	6
PAL Paducah & Louisville Rwy Co. [PAL]	.	4	5
PTRA Port Term. RR Association [PTRA]	1	3	4
RBMN Reading Blue Mountain & Northern RR Commision	3	2	2
URR Union RR Co. [URR]	3	5	2
GFRR Georgia & Florida Rwy [GFRR]	4	7	1
INRD Indiana Rail Road Co. [INRD]	2	2	8
IANR Iowa Northern Rwy Co. [IANR]	.	3	6
LAS Louisiana Southern [LAS]	.	5	6
ABS Alabama Southern RR [ABS]	.	7	3
AGCR Alamo Gulf Coast RR Co. [AGCR]	1	4	2
AO Appalachian & Ohio RR [AO]	3	5	2
CWRO Cleveland Works Rwy Co. [CWRO]	2	2	3
GVSR Galveston RR, L.P. [GVSR]	1	2	3
NOPB New Orleans Public Belt RR [NOPB]	3	1	3
HESR Huron & Eastern Rwy [HESR]	2	4	2
NECR New England Central RR [NECR]	3	3	1
NOGC New Orleans & Gulf Coast Rwy Co. Inc. [NOGC]	.	5	4
NYSW New York, Susquehanna & Western RR Co. [NYSW]	3	3	1
AGR Alabama & Gulf Coast Rwy LLC [AGR]	2	1	4
EIRR Eastern Idaho RR [EIRR]	4	1	.
HRRC Housatonic RR Co., Inc. [HRRC]	3	1	2
MNA Missouri & Northern Arkansas RR Co., Inc. [MN	.	1	2
SB South Buffalo Rwy Co. [SB]	1	3	2

WTLC West Texas and Lubbock Rwy Co. [WTLC]	.	1	7
CFE CHICAGO, FT. WAYNE & EASTERN [CFE]	3	1	2
CIC Cedar Rapids & Iowa City Rwy Co. [CIC]	.	1	3
CSO Connecticut Southern RR Inc. [CSO]	5	.	1
DL Delaware Lackawanna RR [DL]	1	1	2
DMVW Dakota, Missouri Valley & Western RR, Inc. [D	1	1	4
FCR Falls Creek RR [FCR]	5	1	.
FWWR Fort Worth & Western RR [FWWR]	1	3	3
IR Illinois Railnet Inc. [IR]	3	2	.
PCMZ Peninsular Commuter [PCMZ]	2	1	2
PW Providence & Worcester RR Co. [PW]	2	3	.
SCRF South Carolina Central RR Co., Inc. [SCRF]	4	1	1
SEPA Southeastern Pennsylvania Transportation Auth	1	.	4
SW Southwestern RR Co., Inc. [SW]	1	4	2
TSBY Tuscola & Saginaw Bay RR Co., Inc. [TSBY]	2	3	.
CVR Cimarron Valley RR L C [CVR]	1	3	.
DQE DeQueen & Eastern RR Co. [DQE]	3	.	2
GITM Golden Isles Term. RR, Inc. [GITM]	3	1	.
ISRR Indiana Southern RR Co., Inc. [ISRR]	3	1	1
KJRY Keokuk Junction Rwy [KJRY]	1	3	1
LNW Louisiana & North West RR Co. [LNW]	1	1	2
PSAP Puget Sound & Pacific RR Co. [PSAP]	2	.	3
RRVW Red River Valley & Western RR [RRVW]	.	3	2
RVSC Rio Valley Switching Co. [RVSC]	2	1	1
SCAX Southern California Regional Rail Authority [	4	1	.
BB Buckingham Branch RR Co. [BB]	2	1	2
BS Birmingham Southern RR Co. [BS]	.	3	1
CCT Central Calfornia Traction Co. [CCT]	3	1	.
GNBC Grainbelt Corp. [GNBC]	2	1	2
IMRR Illinois & Midland RR Inc. [IMRR]	1	.	2
KCT Kansas City Term. Rwy Co. [KCT]	.	1	1
LIRC Louisville & Indiana RR Co. [LIRC]	1	2	1
LRWN Little Rock & Western Rwy, L.P. [LRWN]	2	1	1
PBR Patapsco & Back Rivers RR Co. [PBR]	.	5	.
RASX Rail Serve [RASX]	.	2	2
SLRG San Luis & Rio Grande RR [SLRG]	.	2	2
VTR Vermont Rwy, Inc. [VTR]	2	1	1
WTJR Wichita, Tillman & Jackson Rwy Co., Inc. [WTJ	1	1	2
AOK Arkansas-Oklahoma RR Inc. [AOK]	.	.	3
ARR Alaska RR Corp. [ARR]	2	.	1
ARZC Arizona & California RR Co. [ARZC]	1	2	.
CALA Carolina Southern RR Co., The [CALA]	1	2	1

CVYR Caddo Valley RR Co. [CVYR]	.	1	.
GCSR Gulf, Colorado San Saba Rwy Corp. [GCSR]	1	1	.
GNRR Georgia Northeastern RR Co. [GNRR]	1	.	2
NCRC Nebraska Central RR [NCRC]	.	2	.
NCVA North Carolina & Virginia RR Co. [NCVA]	.	.	1
NPR Northern Plains RR, Inc. [NPR]	1	.	2
PATH Port Authority Trans Hudson [PATH]	.	1	3
PCC Palouse River & Coulee City RR Inc. [PCC]	.	.	2
PNR Panhandle Northern RR Co. [PNR]	.	1	2
POTB Port Of Tillamook Bay RR [POTB]	1	1	2
PTO Portland Term. [PTO]	.	.	2
SDNX San Diego Northern Rwy [SDNX]	1	.	1
TNMR Texas & New Mexico RR Co. [TNMR]	3	1	.
TPW Toledo, Peoria & Western Rwy Corp. [TPW]	2	1	1
TZPR Tazewell & Peoria RR, Inc. [TZPR]	1	1	.
UTAH Utah Rwy Co. [UTAH]	2	.	2
WATX Watco [WATX]	1	1	1
YVRR Yadkin Valley RR Co. [YVRR]	.	1	.
AM Arkansas & Missouri RR Co. [AM]	.	.	3
CCPN Corpus Christi Term. RR Inc. [CCPN]	1	1	1
CMC CMC RR Inc. [CMC]	.	1	2
DAIR D & I RR Co. [DAIR]	1	2	.
DSRR Delta Southern RR Co. [DSRR]	.	.	.
FCRD First Coast RR Inc. [FCRD]	1	1	1
FGLK Finger Lakes Rwy Corp. [FGLK]	1	1	.
GRR Georgetown RR Co. [GRR]	1	1	.
ITSL ITS Technologies & Logistics, LLC. [ITSL]	.	1	1
MNNR Minnesota Commercial Rwy [MNNR]	.	1	1
MQT Marquette Rail LLC [MQT]	1	2	.
MSE Mississippi Export RR Co. [MSE]	.	1	.
NICD Northern Indiana Commuter Transportation Dist	.	1	1
NPB Norfolk & Portsmouth Belt Line RR Co. [NPB]	2	.	1
NYA New York & Atlantic Rwy Co. [NYA]	1	.	2
PGR Progressive Rail Inc [PGR]	.	1	2
SLR St. Lawrence & Atlantic RR Co. [SLR]	2	.	.
SWP Southwest Pennsylvania RR Co. [SWP]	.	.	1
TMBL Tacoma Municipal Belt Line Rwy [TMBL]	1	.	1
TSRR Tennessee Southern RR Co., Inc. [TSRR]	1	1	1
WNYP Western New York & Pennsylvania RR LLC [WNYP]	.	3	.
WVC West Virginia Central RR [WVC]	.	3	.
AERC Albany & Eastern RR Co. [AERC]	.	.	.
ALM Arkansas Louisiana & Mississippi RR Co. [ALM	1	1	.

ASRY Ashland Rwy Inc. [ASRY]	1	.	.
ATN Alabama & Tennessee River Rwy LLC [ATN] [ATN	1	1	.
BLOL Bloomer Shippers Connecting RR Co. [BLOL]	.	.	2
CCKY Chattooga & Chickamauga RR [CCKY]	.	.	2
CCRL Cleveland Commercial RR Co., LLC [CCRL]	.	2	.
CERA Central RR Co. Of Indianapolis [CERA]	.	1	.
CW Colorado & Wyoming Rwy Co. [CW]	.	.	1
CWA Central Washington RR Co. [CWA]	2	.	.
CZRY Carrizo Gorge Rwy Inc. [CZRY]	.	1	1
DT Decatur Junction Rwy Co. [DT]	2	.	.
EARY Eastern Alabama Rwy Co. [EARY]	.	1	.
ECBR East Cooper & Berkeley RR [ECBR]	.	.	.
ELS Escanaba & Lake Superior RR Co. [ELS]	2	.	.
FMRC Farmrail Corp. [FMRC]	1	.	1
GC Georgia Central Rwy, L.P. [GC]	1	.	.
GSWR Georgia Southwestern RR Inc. [GSWR]	.	2	.
GTDX Grand Tranverse Dinner Train [GTDX]	.	.	.
GWWE Gateway Eastern RR Co. [GWWE]	.	1	.
INPR Idaho Northern & Pacific RR Co. [INPR]	2	.	.
KFR Kettle Falls International Rwy LLC [KFR]	2	.	.
LC Lancaster & Chester Rwy Co. [LC]	.	1	1
LCR Lake County RR [LCR]	1	1	.
LS Longview Switching [LS]	.	1	1
MCR Mccloud Rwy Co. [MCR]	.	.	.
MNN Minnesota Northern RR Inc. [MNN]	.	1	1
OLB Omaha, Lincoln & Beatrice Rwy Co. [OLB]	1	.	.
RSIX Intermodal Transfer, LLC [RSIX]	.	.	.
SAPT Savannah Port Term. RR, Inc. [SAPT]	2	.	.
SCXF South Central Florida Express, Inc. [SCXF]	1	.	1
TRC Trona Rwy Co. [TRC]	.	.	1
TXGN Texas, Gonzales & Northern Rwy Co. [TXGN]	1	1	.
TXNW Texas Northwestern Rwy Co. [TXNW]	.	2	.
VREX Virginia Rwy Express [VREX]	1	1	.
WCTX Weyerhaeuser Woods RRs [WCTX]	.	.	.
YRC York Rwy Co. [YRC]	.	.	.
AR Aberdeen & Rockfish RR Co. [AR]	1	.	.
ARS Arkansas Southern RR [ARS]	.	.	1
ATLT Austin, Todd & Ladd RR Co. [ATLT]	1	.	.
AWRR Austin Western RR [AWRR]	.	.	1
BAYL Bay Line RR, L.L.C., The [BAYL]	1	.	.
BGCM BG & CM RR [BGCM]	1	.	.
BHX B&H Rail Corp [BHX]	1	.	.

CA Chesapeake & Albemarle RR Co. [CA]	1	.	.
CBGR Council Bluffs Rwy Co. [CBGR]	1	.	.
CBRW Columbia Basin RR Co. Inc. [CBRW]	.	.	.
CCRA Camp Chase Industrial RR Corp [CCRA]	.	1	.
CFWR Caney Fork & Western RR [CFWR]	.	1	.
CHAT Chattahoochee Bay RR [CHAT]	.	1	.
CIRY Central Illinois RR Co. [CIRY]	.	.	.
CLC Columbia & Cowlitz Rwy Co. [CLC]	.	1	.
CLP Clarendon & Pittsford RR Co. [CLP]	.	1	.
CMR Central Midland Rwy Co. [CMR]	.	1	.
CQPA Central Columbiana & Pensylvania Rwy Inc. [CQ	.	.	.
CUOH Columbus & Ohio River RR [CUOH]	.	1	.
DCRR Dubois County RR [DCRR]	1	.	.
EACH East Camden & Highland RR Co. [EACH]	.	.	1
EBSR East Brookfield & Spencer RR LLC [EBSR]	1	.	.
EVWR Evansville Western Rwy, Inc. [EVWR]	.	1	.
FCEN Florida Central RR Co. [FCEN]	.	.	.
GLC Great Lakes Central RR [GLC]	.	.	1
GMRC Green Mountain RR Corp. [GMRC]	.	1	.
GRWR Great Walton RR Co. [GRWR]	1	.	.
HE Hollis & Eastern RR Co. [HE]	.	1	.
HMCR Huntsville & Madison county RR Authority [HMC	1	.	.
HOS Hoosier Southern RR [HOS]	.	1	.
HPTD High Point, Thomasville & Denton RR Co. [HPTD	.	.	1
HRT Hartwell RR Co. [HRT]	.	1	.
JERX Joppa & Eastern RR Co. [JERX]	.	1	.
KBSR Kankakee, Beaverville & Southern RR Co. [KBSR	1	.	.
KKRR Knox & Kane RR Co. [KKRR]	.	.	.
KWT K.W.T. Rwy, Inc. [KWT]	.	.	.
LAL Livonia, Avon & Lakeville RR Corp. [LAL]	.	.	.
LDLV Lodestar Logistics [LDLV]	.	1	.
LDRR Louisiana & Delta RR [LDRR]	.	.	1
LRS Laurinburg & Southern RR Co. [LRS]	.	.	.
LSI Lake Superior & Ishpeming RR Co. [LSI]	.	1	.
LT Lake Term. RR Co. [LT]	1	.	.
LVRR Lycoming Valley RR Co. [LVRR]	1	.	.
LVRX Lehigh Valley Rail Management [LVRX]	.	1	.
MACZ MARC Train Service [MACZ]	.	.	.
MAUP Port Of Manatee [MAUP]	.	1	.
MBTA Massachusettes Bay Transit Authority [MBTA]	.	.	.
MCER Massachusetts Central RR Corp. [MCER]	.	.	.
MDDE Maryland & Delaware RR Co. [MDDE]	1	.	.

MDW Minnesota, Dakota & Western Rwy Co. [MDW]	.	.	.
MNC Missouri North Central RR [MNC]	.	.	.
MNRR Modoc Northern RR Co. [MNRR]	.	1	.
MPLI Minnesota Prairie Line, Inc. [MPLI]	1	.	.
MRS Manufacturers' Rwy Co. [MRS]	.	.	.
MS Michigan Shore RR [MS]	.	1	.
MSCI Mississippi Central RR Co. [MSCI]	.	.	.
MSO Michigan Southern RR Co., Inc. [MSO]	1	.	.
MSR Mississippi Southern RR [MSR]	.	.	1
MTNR Mississippi Tennessee RR LLC [MTNR]	.	.	.
MVP Missouri & Valley Park RR Corp [MVP]	.	.	1
NBER Nittany & Bald Eagle [NBER]	.	.	.
NENE Nebraska Northeastern Rwy Co. [NENE]	1	.	.
NKCR Nebraska, Kansas, Colorado Railnet [NKCR]	1	.	.
NSHR North Shore RR [NSHR]	.	1	.
OAR Old Augusta RR Co. [OAR]	.	.	1
OTVR Otter Tail Valley RR Co., Inc. [OTVR]	.	.	.
POHC Pittsburgh & Ohio Central RR Co., The [POHC]	.	.	1
POVA Pend Oreille Valley RR, Inc. [POVA]	.	1	.
PPBD Port Of Palm Beach Term. [PPBD]	1	.	.
PRL Penn Eastern Rail Lines Inc. [PRL]	1	.	.
PVRR Pioneer Valley RR Co., Inc. [PVRR]	.	1	.
RARW Rarus Rwy Co. [RARW]	.	1	.
RCXM Rescar Location 715 Switching [RCXM]	.	.	1
RJCC R. J. Corman RR Co/Central Kentucky Lines [RJ	1	.	.
RJCK R J Corman RR Co./Tennessee Term. LLC [RJCK]	.	.	1
RJCW R. J. Corman, Western Ohio Line [RJCW]	.	.	.
RPRC Richmond Pacific RR Corp. [RPRC]	.	1	.
RSM Railroad Switching Service Of Missouri, Inc.	.	.	.
RSR Rochester Southern RR, Inc. [RSR]	.	.	.
RSS Rockdale, Sandow & Southern RR Co. [RSS]	.	1	.
SE Semo Port RR, Inc. [SE]	.	1	.
SERA Sierra Northern Rwy [SERA]	.	.	.
SGLR Seminole Gulf RR [SGLR]	1	.	.
SLGG Sidney & Lowe RR Inc. [SLGG]	.	.	1
SLRS SMS Rail Service, Inc. [SLRS]	1	.	.
SNCX Steamtown National Historic Site [SNCX]	.	.	1
SPSR San Pedro & Southwestern RR Co. [SPSR]	1	.	.
SRN Sabine River & Northern RR Co. [SRN]	.	.	.
SS Sand Springs Rwy Co. [SS]	.	.	1
STE Stockton Term. & Eastern RR [STE]	1	.	.
STMA St. Maries River RR Co. [STMA]	.	.	.

TCRY Tri-City RR Co. [TCRY]	1	.	.
TCT Texas City Term. Rwy Co. [TCT]	1	.	.
TNHR Three Notch RR [TNHR]	1	.	.
TREX Trinity Rwy Express [TREX]	.	.	1
TRMW Tacoma Rail Mountain Division [TRMW]	1	.	.
TSU Tulsa-Sapulpa Union Rwy Co. LLC [TSU]	.	.	1
TTIS Transkentucky Transportation RR, Inc. [TTIS]	.	.	.
TXOR Texas & Oklahoma RR Co. [TXOR]	.	1	.
UCIR Union County Industrial RR Co. [UCIR]	.	.	.
UCRY Utah Central Rwy Co. [UCRY]	1	.	.
USRV U. S. Rail Corp. [USRV]	.	1	.
UTAX Utah Transit Authority [UTAX]	.	.	1
VR Valdosta Rwy, L.P. [VR]	1	.	.
VSOR Vicksburg Southern RR, Inc. [VSOR]	.	.	1
VSR V and S Rwy, Inc. [VSR]	.	.	.
WACR Washington County RR Corp. [WACR]	1	.	.
WCLR Waccamaw Coast Line RR Co. [WCLR]	.	.	1
WSS Winston-Salem Southbound Rwy [WSS]	1	.	.
WTA Wichita Term. Asosciation [WTA]	.	.	.
WTRY Wilmington Term. RR Inc. [WTRY]	.	1	.
WW Winchester & Western RR Co. [WW]	1	.	.

CAUSE OF FATALITIES

QUESTION: Please provide a table depicting the leading causes of railroad fatalities.

RESPONSE: For the period ending December 2007, the leading causes and number of railroad fatalities were:

Cause	Number of Fatalities
Trespassing	484
Highway-rail incidents	339
Train accidents	8
All other events	34

Name: Tamara Keller and Mary Beth Butts
Date: 4/2/2008
Subject: FY09 House Appropriations QFR #13

GRADE CROSSINGS

QUESTION: Please describe the collaboration between FRA and FMCSA to reduce the number of truck collisions at railroad crossings. Has the FRA participated in any professional truck driver training and education forums?

RESPONSE:

- **FRA/FMCSA Collaboration.** FRA and the Federal Motor Carrier Safety Administration (FMCSA) have collaborated in several ways regarding rail-safety for commercial drivers at highway-rail grade crossings. FMCSA participates regularly in national team meetings of FRA's Highway-rail Grade Crossing Safety and Trespass Prevention Programs team.

FRA provided FMCSA with considerable input in the development of the FMCSA web-portal on highway-rail grade crossing safety, located at www.fmcsa.dot.gov, "Outreach and Education." The site contains information on safe driving practices, regulatory requirements and links to other stakeholders' websites.

FRA collaborated with FMCSA in the design and distribution of the FMCSA's Highway-Rail Grade Crossing Safety Visor Card. Since late 2006, more than 500,000 copies of the card have been distributed to motor carriers, individual drivers, State Departments of Transportation, insurance companies, and railroads.

FRA and FMCSA have worked closely with representatives from the Houston-Galveston area and have collaborated on several projects. One project was the development and distribution of an eye-catching commercial driver's license poster outlining the potential legal penalties for holders of CDLs who violate commercial driver regulations at highway-rail grade crossings. These posters have been distributed throughout Arkansas, Louisiana, Oklahoma, and New Mexico; the Texas-specific poster also has been distributed widely. Another joint project was the re-design of the FMCSA "Don't Hang Out in the "No" Zone" placard, which awaits agency approval.

In addition, FRA participates in the FMCSA booth at Texas Highway-Rail Grade Crossing Conferences. Recently, FRA and FMCSA worked with J.B.

Hunt to create a computer-assisted rail-safety module for training their commercial drivers.

- **Commercial Motor Vehicle Driver Training.** Training, which includes educational outreach of the commercial driving community has been conducted throughout the United States by FRA regional grade crossing and trespass prevention managers (Managers). Managers conduct rail safety training sessions with a wide number of trucking communities and events. FRA trains commercial driver license (CDL) instructors at professional driving schools, who then use this training in their classes for professional drivers. A number of Managers assist with truck driver education at CDL schools, some of which are located at various community colleges. FRA's crossing safety and trespass prevention team members attend, organize, and staff exhibits at trucking shows (which often include truckers and their families), such as the Mid-America Trucking Show.

As part of FRA's mission to promote greater rail safety for the trucking community, other outreach is done at various locations such as ABF Freight-Sauk Village and Flying "J" truck stops, Rodeway Trucking, and railroad intermodal yards. FRA's outreach continues with managers' attendance at and participation in various trucking industry organizations, such as the non-profit Intermodal Association of Chicago, dedicated to the promotion of intermodal transportation.

GRADE CROSSINGS

QUESTION: Please provide an update on the FRA's law enforcement liaison program. How many regional liaison officers does the FRA have and is there a national LEL?

RESPONSE: The FRA initiated a Law Enforcement Liaison Program to work with headquarters and the regional crossing managers. This program is designed to increase FRA's outreach efforts and strengthen partnerships with the law enforcement community. The program's intent is to select a law enforcement liaison (LEL) in each of FRA's eight regions to devote 5 days each month working with FRA to develop initiatives and outreach efforts to target the law enforcement (LE) community. FRA is also seeking a national LEL to serve a one year tour of duty at FRA headquarters.

Unfortunately, due to the (1) security and background activities required by this program and (2) the limited pool of local law enforcement officers, FRA has experienced some delays in fully implementing this program. As a result, currently there is no national LE liaison, and out of eight regions, there are two regional liaison officers.

One of the numerous activities in which the liaison officers participate is the grade crossing collision investigation course. The course is designed to familiarize local law enforcement agencies with the unique aspects of investigating a vehicle/train collision. Some of the liaison officers have been successful in getting this course certified by State law enforcement training academies.

Other continuing programs include Roll Call Training, where the liaison officer would make a presentation during a police department's daily roll call to discuss railroad safety, with emphasis on law enforcement. "Officer on the Train," where law enforcement officers ride in the locomotive cab to see first-hand the sorts of traffic violations occurring at grade crossings, also continues to be an effective tool to reinforce with the law enforcement community the need for active local enforcement of grade crossing and trespass laws. "Officer on the Train" is sometimes coupled with an enforcement effort to cite traffic violations at grade crossings.

Name: Tamara Keller and Beth Crawford
Date: 4/2/2008
Subject: FY09 House Appropriations QFR #26

GRADE CROSSINGS

QUESTION: Please summarize the findings of the FRA's trespasser demographic study.

RESPONSE: As part of the FRA's continuing program to reduce trespassing on railroad rights-of-way and the associated fatalities and injuries, the study intended to provide a basis on which to build outreach and educational programs and law enforcement initiatives focused on those who are most likely to be at risk.

The study was completed and the resulting report, *Rail Trespasser Fatalities: Developing Demographic Profiles*, was released to the public and is posted on FRA's website:

http://www.fra.dot.gov/downloads/safety/tdreport_final.pdf.

Using three years of reported trespasser fatalities, medical examiners and coroners across the country were surveyed. Based on the best information available from those who elected to participate in the study, the average trespasser most often is a 38 year old Caucasian male under the influence of alcohol and/or drugs, with a median household income of $36,000. More than 25% did not graduate from high school, and 18% were determined to be suicides. The state-by-state breakdown in the study shows that California and Texas recorded the highest number of such events.

Recommendations include conducting further demographic analysis, using additional data such as that available from the railroads records. Other recommendations are: require the reporting of all trespasser deaths, including suicides; work with suicide prevention groups to develop a response kit for distribution to local media outlets following railroad suicide incidents to address the possibility of copycat incidents; and, finally convene a meeting of the principal stakeholders to present findings and discuss outreach and educational program options and possible law enforcement initiatives.

Name: Tamara Keller and Pamela Foggin
Date: 4/2/2008
Subject: FY09 House Appropriations QFR #28

GRADE CROSSINGS

QUESTION: What is the status of the Metrolink "sealed corridor" project? Provide a table that delineates the source (e.g. railroad research and development; grade crossing hazard elimination) and amount of federal funding for this effort.

RESPONSE:

Metrolink is identifying high priority crossings to be closed or improved on the Antelope Valley Line, from Sun Valley to Sylmar/San Fernando, and the Ventura County Line, from Los Angeles Union Station to Moorpark. This area includes 65 miles of railroad with 55 rail grade crossings, 4 private, and 4 pedestrian-only crossings. All rail lines are part of the federally designated California High Speed Rail Corridor. Metrolink has completed its project plan and conducted 100 outreach meetings with agency staff, elected officials and community leaders in order to orient them to the sealed corridor project concept. The planning, engineering and technology review and analyses are expected to be completed by the summer of 2008. The table below summarizes the Federal sealed corridor funding provided to date:

Metrolink Sealed Corridor Federal Funding	
Source of Funding	Dollar Amount
FY 2005 Next Generation High Speed Rail Grade Crossings and Innovative Technology funds	$250,000
FY 2006 Earmarked Federal Highway Administration funds transferred to the Federal Railroad Administration	$2,475,000*
FY 2008 Section 1103 (f) Railway-Highway Crossing Hazard Elimination in High Speed Rail Corridors	$1,811,040**
Total	$4,536,040
*This amount was reduced from $2,500,000 to $2,475,000 under the provisions of a 1.0 percent across-the-board rescission in Section 3801 of the FY 2006 Department of Defense Appropriations Act.	
**This amount was reduced from $2,000,000 to $1,811,040 under the provisions of a 2% rescission in Section 186 of the 2008 Consolidated Appropriations Act, and a 7.6% obligation limit from the Highway Trust Fund as authorized by Public Law 110-161, and section 1102(f) of SAFETEA-LU.	

Name: Tamara Keller and Thomas Dorset/Randy Brown/Terry Tse
Date: 4/2/2008
Subject: FY09 House Appropriations QFR #29

GRADE CROSSINGS

QUESTION: Please update the list of the 20 states that have the most grade crossing accidents, separating fatalities from collisions as was done in last year's hearing record.

RESPONSE:

State	**Crossing Collisions**	**Deaths**	**Percentage of Total Fatalities for 2007 (339* Total Fatalities)**
Texas	294	34	10.03%
California	161	46	13.57%
Indiana	161	20	5.90%
Illinois	151	28	8.26%
Georgia	137	17	5.01%
Louisiana	121	14	4.13%
Ohio	117	8	2.36%
Alabama	104	15	4.42%
Florida	92	22	6.49%
Iowa	81	7	2.06%
Totals for Top 10 States	**1,419**	**211**	**62.24%**
Pennsylvania	81	5	1.47%
Kentucky	75	9	2.65%
Tennessee	71	6	1.77%
Arkansas	70	12	3.54%
Mississippi	69	3	0.88%
North Carolina	68	5	1.47%
South Carolina	66	7	2.06%
Michigan	65	3	0.88%
Minnesota	59	5	1.47%
Wisconsin	59	3	0.88%
Totals for Top 20 States	**2,102**	**269**	**79.35%**

(*339 reflect the total fatalities from all states. The top 20 states account for 79.35% of all fatalities.)

Name: Tamara Keller and Matt Enderle
Date: 7/9/2008
Subject: FY09 House Appropriations QFR #30

GRADE CROSSINGS

QUESTION: Please update the table found in last year's hearing record that shows the number of crossing accidents, crossing deaths, and trespass deaths.

RESPONSE:

Year	Crossing Collisions	Crossing Deaths	Trespass Deaths
1993	4,892	626	523
1994	4,979	615	529
1995	4,633	579	494
1996	4,257	488	471
1997	3,865	461	533
1998	3,508	431	536
1999	3,489	402	479
2000	3,502	425	463
2001	3,237	421	511
2002	3,077	357	540
2003	2,997	334	502
2004	3,078	372	475
2005	3,056	358	463
2006	2,931	369	518
2007	2,728	339	486
Change 1993-2007	-44.24%	-45.85%	-7.07%

NOTE: Previous years' statistics have been adjusted to reflect current information.

Name: Tamara Keller and Matt Enderle
Date: 4/2/2008
Subject: FY09 House Appropriations QFR #31

GRADE CROSSINGS

QUESTION: Please update last year's state chart on pages 396 and 397 that identifies the number of grade crossing collisions for the past three years, including percent change over those three years.

RESPONSE:

State	2005 Collisions	2006 Collisions	2007 Collisions	Percent Change
Texas	324	339	294	-9.26%
Illinois	180	174	151	-16.11%
California	149	169	161	8.05%
Indiana	176	137	161	-8.52%
Louisiana	131	144	121	-7.63%
Georgia	131	134	137	4.58%
Ohio	135	128	117	-13.33%
Alabama	113	127	104	-7.96%
Florida	103	118	92	-10.68%
Michigan	97	82	65	-32.99%
Mississippi	79	82	69	-12.66%
Iowa	77	69	81	5.19%
Kentucky	86	67	75	-12.79%
Pennsylvania	80	62	81	1.25%
Arkansas	72	80	70	-2.78%
Tennessee	78	68	71	-8.97%
North Carolina	67	75	68	1.49%
Minnesota	65	61	59	-9.23%
Wisconsin	84	58	59	-29.76%
South Carolina	75	47	66	-12.00%
Oklahoma	64	70	58	-9.38%
Kansas	63	57	57	-9.52%
Missouri	64	60	43	-32.81%
Washington	57	50	47	-17.54%
Nebraska	50	37	52	4.00%
Virginia	51	43	35	-31.37%
New Jersey	44	43	30	-31.82%
New York	43	32	49	13.95%
Arizona	39	48	38	-2.56%
Colorado	36	45	31	-13.89%
West Virginia	35	32	26	-25.71%
Oregon	27	28	24	-11.11%
Idaho	23	21	20	-13.04%

Montana	20	19	18	-10.00%
Maryland	19	24	15	-21.05%
New Mexico	20	10	14	-30.00%
South Dakota	18	16	12	-33.33%
North Dakota	18	12	13	-27.78%
Utah	18	14	15	-16.67%
Massachusetts	11	11	9	-18.18%
Connecticut	6	8	3	-50.00%
Delaware	8	7	5	-37.50%
Maine	5	7	2	-60.00%
Vermont	4	3	3	-25.00%
Nevada	4	4	1	-75.00%
Wyoming	1	4	3	200.00%
New Hampshire	2	2	2	0.00%
Alaska	2	1	1	-50.00%
Hawaii	1	1	0	-100.00%
District of Columbia	0	1	0	NM
Rhode Island	1	0	0	-100.00%
Total	3056	2931	2728	-10.73%

NM = Not Meaningful. The percent change calculation cannot be performed when the divisor is zero.

NOTE: Previous years' statistics have been adjusted to reflect current information.

Name: Tamara Keller and Matt Enderle
Date: 4/2/2008
Subject: FY09 House Appropriations QFR #32

NTSB SAFETY RECOMMENDATIONS

QUESTION 52: Please provide a listing of all open safety recommendations NTSB has made to FRA and the status of each.

RESPONSE: Currently there are 44 open safety recommendations NTSB has made to FRA. Listed below are each open recommendation and its status:

1. R-89-48 – "Amend Title 49 CFR 179 to require closure fittings to maintain their integrity in accidents that are typically survivable by the rail tank."
Current Status: Open—Acceptable Response.

2. R-92-22 – "Develop and promulgate, with the Research and Special Programs Administration, requirements for the periodic testing and inspection of rail tank cars that help ensure the detection of cracks before such cracks propagate to a critical length by establishing inspection intervals that are based on the defect size detectable by the inspection method used, the stress level, and the crack propagation characteristics of the structural component (based on a damage-tolerance approach."
Current Status: Open—Acceptable Response.

3. R-97-15 – "Require all passenger cars to have either removable windows, kick panels, or other suitable means for emergency exiting through the interior and exterior passageway doors where the door could impede passengers exiting in an emergency and take appropriate emergency measures to ensure corrective action until these measures are incorporated into minimum passenger car safety standards."
Current Status: Open—Acceptable Response.

4. R-97-17 – "Require all passenger cars to contain reliable emergency lighting fixtures that are each fitted with a self-contained independent power source and incorporate the requirements into minimum passenger car safety standards."
Current Status: Open—Acceptable Response.

5. R-98-56 – "Include in the passenger car safety standards a requirement for positive seat securement systems to provide against the disengagement and undesired rotation of seats in all new passenger cars

purchased after January 1, 2000, and require the incorporation of such a system into existing passenger cars when they are scheduled for overhaul."
Current Status: Open—Acceptable Response.

6. R-00-01 – "Establish, with assistance from experts on the effects of pharmacological agents on human performance and alertness, procedures or criteria by which train operating crewmembers who medically require substances not on the U. S. Department of Transportation's list of approved medications may be allowed, when appropriate, to use those medications when performing their duties."
Current Status: Open—Acceptable Response.

7. R-00-02 – "Develop, then periodically publish, an easy-to-understand source of information for train operating crewmembers on the hazards of using specific medications when performing their duties."
Current Status: Open—Acceptable Response.

8. R-00-03 – "Establish and implement an educational program targeting train operating crewmembers that, at a minimum, ensures that all crewmembers are aware of the source of information described in Safety Recommendation R-00-02 regarding the hazards of using specific medications when performing their duties."
Current Status: Open—Acceptable Response.

9. R-00-04 – "Establish, in coordination with the U.S. Department of Transportation, the Federal Motor Carrier Safety Administration, the Federal Transit Administration, and the U.S. Coast Guard, comprehensive toxicological testing requirements for an appropriate sample of fatal highway, railroad, transit, and marine accidents to ensure the identification of the role played by common prescription and over-the-counter medications. Review and analyze the results of such testing at intervals not to exceed every 5 years."
Current Status: Open—Acceptable Response.

10. R-01-02 –"Evaluate, with the assistance of the Research and Special Programs Administration, the Association of American Railroads, and the Railway Progress Institute, the deterioration of pressure relief devices through normal service and then develop inspection criteria to ensure that the pressure relief devices remain functional between regular inspection

intervals. Incorporate these inspection criteria into the U.S. Department of Transportation Hazardous Materials Regulations."
Current Status: Open—Acceptable Response.

11. R-01-06 – "Facilitate actions necessary for development and implementation of positive train control systems that include collision avoidance, and require implementation of positive train control systems on main line tracks, establishing priority requirements for high-risk corridors such as those where commuter and intercity passenger railroads operate."
Current Status: Open—Acceptable Response.

12. R-01-17 – "Modify 49 Code of Federal Regulations 219.201(B) as necessary to ensure that the exemption from mandatory post-accident drug and alcohol testing for those involved in highway-rail grade crossing accidents does not apply to any railroad signal, maintenance, and other employees whose actions at or near a grade crossing involved in an accident may have contributed to the occurrence or severity of the accident."
Current Status: Open—Acceptable Response.

13. R-02-01 – "For all railroads that install new or upgraded grade crossing warning systems that include crossing gates and that are equipped with event recorders, require that the information captured by those event recorders include the position of the deployed gates."
Current Status: Open—Acceptable Response.

14. R-02-05 – "Require railroads to conduct ultrasonic or other appropriate inspections to ensure that rail used to replace defective segments of existing rail is free from internal defects."
Current Status: Open—Unacceptable Response.

15. R-02-24 – "Develop a standard medical examination form that includes questions regarding sleep problems and require that the form be used, pursuant to 49 Code of Federal Regulations (CFR) Part 240, to determine the medical fitness of locomotive engineers; the form should also be available for use to determine the medical fitness of other employees in safety-sensitive positions."
Current Status: Open—Acceptable Response.

16. R-02-25 – "Require that any medical condition that could incapacitate, or seriously impair the performance of, an employee in a safety-sensitive position be reported to the railroad in a timely manner."
Current Status: Open—Acceptable Response.

17. R-02-26 – "Require that, when a railroad becomes aware that an employee in a safety-sensitive position has a potentially incapacitating or performance-impairing medical condition, the railroad prohibit that employee from performing any safety-sensitive duties until the railroad's designated physician determines that the employee can continue to work safely in a safety-sensitive position."
Current Status: Open—Acceptable Response.

18. R-03-01 – "Promulgate new or amended regulations that will control the use of cellular telephones and similar wireless communication devices by railroad operating employees while on duty so that such use does not affect operational safety."
Current Status: Open—Unacceptable Response.

19. R-03-12 – "In cooperation with the Transportation Security Administration, develop and implement an accurate passenger and crew accountability system for all long-distance, overnight, and reserved passenger trains that will immediately provide an accurate count and identity of the people on board the train in case of emergency at any time during the trip."
Current Status: Open—Acceptable Response.

20. R-03-21 – "Revise the language of 49 Code of Federal Regulations 238.113(a)(1) to reflect that appropriate exterior instructional signage describing the emergency removal procedure be required at emergency windows on all levels of a multiple-level passenger railcar."
Current Status: Open—Acceptable Response.

21. R-04-01 – "Require all railroads with continuous welded rail track to include procedures (in the programs that are filed with the Federal Railroad Administration) that prescribe on-the-ground visual inspections and nondestructive testing techniques for identifying cracks in rail joint bars before they grow to critical size."
Current Status: Open—Acceptable Response.

22. R-04-04 – "Conduct a comprehensive analysis to determine the impact resistance of the steels in the shells of pressure tank cars constructed before 1989. At a minimum, the safety analysis should include the results of dynamic fracture toughness tests and/or the results of nondestructive testing techniques that provide information on material ductility and fracture toughness. The data should come from samples of steel from the tank shells from original manufacturing or from a statistically representative sampling of the shells of the pre-1989 pressure tank car fleet."
Current Status: Open—Acceptable Response.

23. R-04-05 – "Based on the results of the Federal Railroad Administration's comprehensive analysis to determine the impact resistance of the steels in the shells of pressure tank cars constructed before 1989, as addressed in Safety Recommendation R-04-4, establish a program to rank those cars according to their risk of catastrophic fracture and separation and implement measures to eliminate or mitigate this risk. This ranking should take into consideration operating temperatures, pressures, and maximum train speeds."
Current Status: Open—Acceptable Response.

24. R-04-06 – "Validate the predictive model the Federal Railroad Administration is developing to quantify the maximum dynamic forces acting on railroad tank cars under accident conditions."
Current Status: Open—Acceptable Response.

25. R-04-07 – "Develop and implement tank car design-specific fracture toughness standards, such as a minimum average Charpy value, for steels and other materials of construction for pressure tank cars used for the transportation of U.S. Department of Transportation class 2 hazardous materials, including those in "low-temperature" service. The performance criteria must apply to the material orientation with the minimum impact resistance and take into account the entire range of operating temperatures of the tank car."
Current Status: Open—Acceptable Response.

26. R-05-01 – "Require in 49 Code of Federal Regulations Part 213, Track Safety Standards, that rail cracks originating from bond wire attachments be identified as rail defects and that information be collected on the methods and locations of those attachments."
Current Status: Open—Acceptable Alternate Response.

27. R-05-02 – "Require in 49 Code of Federal Regulations Part 225, Guide for Preparing Accident/Incident Reports, that derailments caused by rail cracks originating from bond wire attachments be reported with a specific cause code and that information on the methods and locations of those attachments be provided in the accident narrative."
Current Status: Open—Acceptable Response.

28. R-05-09 – "Develop guidelines for locomotive engineer simulator training programs that go beyond developing basic skills and teach strategies for effectively managing multiple concurrent tasks and atypical situations."
Current Status: Open—Acceptable Response.

29. R-05-10 – "Require train crews to call out all signal indications over the radio, including clear signals, at all locations that are not equipped with automatic cab signals with enforcement or a positive train control system."
Current Status: Open—Unacceptable Response.

30. R-05-14 – "Require that along main lines in non-signaled territory, railroads install an automatically activated device, independent of the switch banner, which will, visually or electronically, compellingly capture the attention of employees involved with switch operations and clearly convey the status of the switch both in daylight and in darkness."
Current Status: Open— Acceptable Alternate Response.

31. R-05-16 – "Require railroads to implement operating measures, such as positioning tank cars toward the rear of trains and reducing speeds through populated areas, to minimize impact forces from accidents and reduce the vulnerability of tank cars transporting chlorine, anhydrous ammonia, and other liquefied gases designated as poisonous by inhalation."
Current Status: Open—Unacceptable Response

32. R-05-17 – "Determine the most effective methods of providing emergency escape breathing apparatus for all crewmembers on freight trains carrying hazardous materials that would pose an inhalation hazard in the event of unintentional release, and then require railroads to provide these breathing apparatus to their crewmembers along with appropriate training."
Current Status: Open—Acceptable Response

33. R-06-07 – "Require railroads to implement for all power-assisted switch machines, regardless of location, a formal commissioning procedure and a formal maintenance program that includes records of inspections, tests, maintenance, and repairs."
Current Status: Open—Acceptable Response

34. R-06-10 – "Prohibit the use of after arrival track warrants for train movements in dark (non-signaled) territory not equipped with a positive train control system."
Current Status: Open—Unacceptable Response

35. R-06-14 – "Require railroads to use scientifically based principles when assigning work schedules for train crewmembers, which consider factors that impact sleep needs, to reduce the effects of fatigue."
Current Status: Open—Acceptable Response

36. R-06-15 – "Establish requirements that limit train crewmember limbo time to address fatigue."
Current Status: Open—Acceptable Response

37. R-06-19 – "Extend to all classes of track safety standards for concrete crossties that address at a minimum the following: limits for rail seat abrasion, concrete crosstie pad wear limits, missing or broken rail fasteners, loss of appropriate toe load pressure, improper fastener configurations, and excessive lateral rail movement."
Current Status: Open—Acceptable Response

38. R-06-24 – "Immediately require all rail passenger car seat backs be secured to the seat assembly."
Current Status: Open—FRA has submitted its initial reply to NTSB—FRA is awaiting classification of that response by the NTSB

39. R-06-25 – "Revise the language in 49 Code of Federal Regulations 238.233 to define seat to include all components of the seat assembly, such as seat cushions and seat backs, that could become dislodged when subjected to accelerations specified in that section."
Current Status: Open—FRA has submitted its initial reply to NTSB—FRA is awaiting classification of that response by the NTSB

40. R-06-26 – "Require all rail passenger car seat assemblies to be dynamically tested to withstand the accelerations specified in 49 Code of Federal Regulations 238.233, and require both upward and downward vertical acceleration tests."
Current Status: Open—FRA has submitted its initial reply to NTSB—FRA is awaiting classification of that response by the NTSB

41. R-06-27 – "Establish crashworthiness standards for passenger car body floor structure systems."
Current Status: Open—FRA has submitted its initial reply to NTSB—FRA is awaiting classification of that response by the NTSB

42. R-07-001 – "Require railroads to ensure that the lead locomotives used to operate trains on tracks not equipped with a positive train control system are equipped with an alerter."
Current Status: Open—FRA has submitted its initial reply to NTSB—FRA is awaiting classification of that response by the NTSB

43. R-07-002 – "Assist the Pipeline and Hazardous Materials Safety Administration in developing regulations to require that railroads immediately provide to emergency responders accurate, real-time information regarding the identity and location of all hazardous materials on a train."
Current Status: Open— Open—FRA has submitted its initial reply to NTSB—FRA is awaiting classification of that response by the NTSB

44. R-07-003 – "Require the installation of a crash- and fire-protected locomotive cab voice recorder, or a combined voice and video recorder, (for the exclusive use in accident investigations and with appropriate limitations on the public release of such recordings) in all controlling locomotive cabs and cab car operating compartments. The recorder should have a minimum 2-hour continuous recording capability, microphones capable of capturing crewmembers' voices and sounds generated within the cab, and a channel to record all radio conversations to and from crewmembers."
Current Status: Open—FRA has submitted its initial reply to NTSB—FRA is awaiting classification of that response by the NTSB

INSPECTION DATA

QUESTION: Please update the chart on your inspector workload as shown on page 409 of last year's hearing record.

RESPONSE: The requested information follows:

	2002	2003	2004	2005	2006	2007
Track:						
Number of inspections	16,270	19,562	20,563	20,118	20,489	21,696
Miles inspected	246,427	292,749	285,147	256,048	249,544	294,471
Records inspected	106,068	129,144	104,953	115,122	108,626	79,582
Defects recorded	91,345	108,190	106,420	105,158	108,437	103,342
Signal:						
Number of inspections	7,131	7,183	7,592	7,819	8,107	7,853
Units inspected	110,381	112,978	126,099	123,513	123,908	135,682
Records inspected	71,588	50,452	49,869	56,827	112,300	67,803
Defects recorded	23,621	22,102	28,328	23,954	26,955	29,094
Motive Power and Equipment:						
Number of inspections	21,108	20,402	19,866	19,295	21,260	21,807
Locomotives inspected	31,353	29,892	28,121	26,542	27,425	30,522
Cars inspected	688,726	643,713	607,620	559,764	629,182	675,545
Defects recorded	152,281	145,088	142,785	132,070	137,346	139,680
Operating Practices:						
Number of inspections	20,362	20,538	20,318	20,463	25,810	25,129
Defects recorded	29,391	26,361	24,201	16,057	22,310	16,937
Hazardous Materials:						
Number of inspections	10,714	12,663	11,796	10,631	12,698	13,739
Tank cars inspected	85,381	113,748	102,252	89,698	124,245	138,378
Defects recorded	15,944	16,553	20,875	15,471	19,083	18,096

Name: Belinda Ashton/Judy Cox
Date: 03-27-2008
Subject: FY09 House Appropriations QFR #39

INSPECTION DATA

QUESTION: Please update the breakdown of your inspector work force by position by providing data for fiscal years 2003 through 2008.

RESPONSE: The information requested follows:

Field	FY 2003 Actual	FY 2004 Actual	FY2005 Actual	FY2006 Actual	FY2007 Actual	FY 2008 Actual as of 2/2008
Administrators, Managers	54	53	52	52	64	64
Technical Specialists	68	67	41	44	44	44
Inspectors*	308	326	372	385	391	394
Subtotal	430	446	465	481	499	502
Other	64	64	60	57	60	60
Total Field	494	510	525	538	559	562

Note: FY2003-FY2007 figures reflect actual positions encumbered as of 9/30 annually and don't reflect FTE.

* Includes Chief Inspectors and discipline-specific inspectors, but not trainees.

Name: Belinda Ashton/Maryann Johnson
Date: 03-27-2008
Subject: FY09 House Appropriations QFR #40

INSPECTOR DATA

QUESTION: Please update the state-by-state inspector data found on page 411 of last year's hearing record.

RESPONSE:

State Rail Safety Inspector Counts *
7/9/2008

STATE	REGION	TRACK	MOTOR POWER & EQUIPMENT	OPERATING PRACTICES	HAZARDOUS MATERIAL	SIGNAL & TRAIN CONTROL	GRADE CROSSING	TOTAL
AL	3	1	2	0	0	0	0	3
AZ	7	1	1	1	1	1	0	5
CA	7	9	9	10	7	3	0	38
FL	3	2	1	2	1	1	0	7
IA	6	2	0	0	0	0	0	2
ID	8	0	0	0	2	0	0	2
IL	4	2	0	1	2	3	0	8
MD	2	1	2	1	0	0	0	4
ME	1	2	0	0	0	0	0	2
MO	6	3	0	1	0	0	2	6
MT	8	0	2	0	0	0	0	2
NC	3	1	1	0	0	1	0	3
NE	6	1	1	0	0	0	0	2
NH	1	1	0	0	0	0	0	1
NJ	2	0	0	0	1	0	0	1
NM	5	0	0	1	0	0	1	2
NV	7	1	1	1	1	0	0	4
NY	1	3	4	0	0	0	0	7
OH	2	3	2	4	3	1	2	15
OR	8	2	2	1	1	0	1	7
PA	2	3	2	1	1	0	0	7
SC	3	1	1	0	0	0	0	2
TN	3	3	1	2	1	1	0	8
TX	5	3	3	5	2	1	0	14
UT	7	1	0	0	0	0	0	1
VA	2	2	2	1	0	0	0	5
WA	8	1	0	1	1	0	1	4
WV	2	2	2	2	1	3	0	10
TOTAL		51	39	35	25	15	7	172

Includes Active Vacant Positions

Name: Belinda Ashton/Michael Calhoun
Date: 03-262008
Subject: FY09 House Appropriations QFR #41

INSPECTION DATA

QUESTION: Please update the data on trends in hazardous materials accidents for the last ten years as shown on page 412 of last year's hearing record.

RESPONSE:

Year	HM release Accidents	Cars Releasing	Fatalities (Train Accidents)
1995	27	50	0
1996	34	69	2
1997	31	38	0
1998	42	67	0
1999	42	76	0
2000	35	75	0
2001	32	57	0
2002	31	56	NA
2003	27	38	0
2004	29	47	0
2005	37	50	9
2006	28	69	0
2007	43	73	0

Name: Tamara Keller and Judy Cox
Date: 4/2/2008
Subject: FY09 House Appropriations QFR #42

INSPECTION DATA

QUESTION: Please chronicle all major hazardous materials-related accidents/incidents during calendar years 2007 and 2008 (to date). As part of this response, please note the date, location, railroad type, type of hazardous material, fatalities, injuries, evacuations, and cost of damage.

RESPONSE:

The table below shows the requested information for 2007 and 2008 (to date).

Chronology Of All Major Accidents/Incidents During 2007 and 2008

Date	*Location*	*Railroad & Class*	*HazMat*	*Fatalities*	*Injuries*	*Evacuation*	*Costs*
01/05/07	Austell, GA	NS Class 1	Hydrogen Peroxide	0	0	100	$24,400
01/15/07	Irvine, KY	CSX Class 1	Butyl Acetate	0	0	80	$263,400
01/16/07	Shepherdsville, KY	CSX Class 1	Cyclohexane Butadienes	0	0	500	$1,117,069
03/08/07	Hattiesburg, MS	KCS Class 1	Hydrochloric Acid	0	4	212	$232,871
03/12/07	Oneida, NY	CSX Class 1	Toluene	0	0	200	$2,071,596
05/29/07	Castleberry, AL	CSX Class 1	Acetone Molten Phenol	0	0	455	$901,546
06/30/07	Quincy, CA	UP Class 1	Ethanol	0	0	2	$1,398,531
10/10/07	Painesville, OH	CSX Class 1	Alcohol	0	0	1400	$1,573,674
10/22/07	Middlebury, VT	VTR	Gasoline	0	0	400	$562,419
10/29/07	Clara City, MN	BNSF	Hydrochloric Acid	0	1	0	$348,641
02/26/08	Fontana, CA	Union Pacific	Hydro-chloric Acid	0	0	77	$188,000
03/06/08	Prescott, MN	BNSF	Ethylene Glycol	0	0	½ mile evacuation 5 hrs.	

Name: Tamara Keller and Al Taher
Date: 7/9/2008
Subject: FY09 House Appropriations QFR #43

INSPECTORS FTE

QUESTION: Please provide the total number of inspectors employed by FRA, by category. Please detail the travel budget for the FRA's inspector workforce.

RESPONSE: Reflects the number of inspectors on-board as of March 27, 2008.

Category	*Number	*Estimated Travel
Chief Inspectors	34	$ 498,000
Inspectors:		
Hazardous Materials	56	$ 883,000
Motive Power and Equipment	88	$1,085,000
Operating Practices	81	$1,136,000
Signal and Train Control	59	$ 982,000
Track	76	$1,120,000
Trainees	14	$ 350,000
Total Inspectors	408	$6,054,000

* Reflects inspection related travel only (does not include conference attendance, training, etc.) Also does not include data for grade crossing managers, industrial hygienists, or project coordinators)

Name: Belinda Ashton/Maryann Johnson
Date: 03-24-2008
Subject: FY09 House Appropriations QFR #9

OTHER: CONTRACT SUPPORT

QUESTION: Please describe what the increase of $1,650,000 for "other" covers in the adjustments to base for the Safety and Operations account.

RESPONSE: In FY 2009, the $1,650,000, which is identified in table II-6, reflects $500,000 for Tank Car Software to be used for ATI P and $1,150,000 for the Close Call Confidential Reporting System (C3RS).

Name: Belinda Ashton
Date: 03-24-2008
Subject: FY09 House Appropriations QFR #6

FTE

QUESTION: Please update the table on page 359 in last year's hearing record that shows authorized FTEs and on-board strength by office.

RESPONSE:

FY 2009 Request

Office	Positions	FTEs	*On-Board*
Immediate Office	7	7	6
Policy and Communication	24	24	16
Civil Rights	3	3	3
Chief Counsel	42	41	37
Administration	65	60	52
Railroad Development	60	56	44
Safety Headquarters	117	116	116
Safety Field	575	546	539
Totals:	**893**	**853**	**813**

Name: Belinda Ashton
Date: 03-24-2008
Subject: FY09 House Appropriations QFR #4

NEW POSITIONS

QUESTION: For each new position provided for over each of the last five fiscal years (by fiscal year), and proposed in fiscal year 2009, please provide information on the GS level, title, brief description of job, and location (headquarters or field), and salary range.

RESPONSE: New positions

FY 2004	**GS Level**	**Location**	**Salary Range**	**Job Description**
6 Nuclear Shipment Inspectors	GS-12	Office of Safety Field	$60,638-78,7826	To conduct detailed and comprehensive compliance assessments at shipping locations that offer radioactive material to rail carriers.
1 Nuclear Shipment Coordinator	GS-14	Office of Safety Headquarters	$85,210-110,775	To assist in the coordination of radioactive-material focused-inspection campaigns, answer Congressional budget and public concerns, review research initiatives, attend Federal and State meetings and represent the FRA at government/industry working group meetings.
11 Signal, Train Control, Motive Power and Equipment Inspectors	GS-12	Office of Safety Field	$60,638-78,7826	To conduct detailed inspections of the signals, grade crossings, and mechanical equipment.
4 Bridge Specialists	GS-12	Office of Safety Field	$60,638-8,7826	To perform on-site inspections, investigations, and/or program evaluations relative to the safety and security of railroad bridges
1 Operations Research Analyst	GS-12	Office of Research and Development	$60,638-8,7826	To assist with a large and growing number of projects, which include program evaluation and performance-based standards, behavior-based safety, railroad safety culture, fatigue management, vigilance monitoring, human reliability and positive train control.
1 TTC Oversight Position	GS-12	Office of Research and Development	$60,638-8,7826	Responsible for the oversight of the AAR/TTCI agreement and for the coordination of testing funded by FRA.
1 Bridge Engineer	GS-11	Office of Safety Headquarters	$50,593-65,769	To perform engineering evaluations of railroad bridges to determine their immediate safety and long term serviceability.
1 Financial Analyst (Amtrak)	GS-11	Office of Research and Development	$50,593-65,769	To help manage activities designed to track Amtrak's financial performance during the transition, to support the

				Secretary's representatives in dealing with the greater number of issues of substance coming before the board, to analyze the State applications for designating a passenger rail service operator, and to monitor the financial aspects of the grants

FY 2005	GS Level	Location	Salary Range	Job Description
16 Inspector Trainees	GS-7	Office of Safety Field	$35,452-46,088	Provide a systematic way to target recruitment for inspectors in underrepresented groups and to provide a body of replacement personnel and institutional knowledge from an aging workforce that will be retiring in the next decade.
8 Safety Inspectors	GS-12	Office of Safety Field	$62,886-81,747	Analyze accident/incident data and Train and Engine injury data to conduct safety inspections to prevent human factor caused accidents and injuries; the leading cause of rail accidents and injuries.
1 Program Analyst (Passenger Rail)	GS-11	Office of Research and Development	$52,468-68,209	Supervise the contractors and take their work product and consolidate it with other materials into recommendations for action on applications by the Administrator.

FY 2006	GS Level	Location	Salary Range	Job Description
2 Hazmat Tank Car Facility Inspectors	GS-12	Office of Safety Field	$65,048-84,559	To perform inspections at facilities where tank cars are built or repaired.
1 R&D Program Manager	GS-12	Office of Research and Development	$65,048-84,559	To improve FRA's strategic planning process, will address the deficiencies found in our recently completed PART review.

FY 2007	GS Level	Location		Job Description
8 Rail Integrity Program Staff	GS-13	Office of Safety Field	$79,397-103,220	Will perform on-site field inspections, investigations, and /or evaluations of railroad programs. Address the growing problem of derailments caused by broken rail and broken joint bars.
1 Rail Integrity Program Staff	GS-13	Office of Safety Headquarters	$79,397-103,220	To structure program initiatives, develop technical standards, provide technical oversight of the highly specialized field specialist, and participate in evaluating program outcomes.
1 Track Safety Specialist/ATIP	GS-14	Office of Safety Headquarters	$93,822-$121,967	To assist in the management of FRA's Automated Track Inspection Program.
1 Operations Research Analyst	GS-13	Office of Safety Headquarters	$79,397-103,220	To provide assistance to current staff on ways to make better use of data by implementing actions specified in the DOT Rail Safety Action Plan.
1 Emergency Management Coordinator	GS-14	Office of Safety Headquarters	$93,822-$121,967	To comply with Presidential Homeland Security Directive-5 (PHSD-5) and the National Response Plan (NRP) of December 2004.

FY 2009	GS Level	Location		Job Description
4 Bridge Safety Specialists	GS-13	Office of Safety Field	$82,961-107,854	Will enhance the overall effectiveness of FRA's Bridge Safety and Security Program and effectively doubles FRA's capacity to monitor the safety of the Nation's aging railroad bridges, tunnels, and other vital railroad structures.
2 Tank Car Specialists	GS-13	Office of Safety Headquarters	$82,961-107,854	Needed to ensure designs purporting to meet the tank car safety enhancement rulemaking do in fact meet those new standards.

Name: Belinda Ashton
Date: 03-27-2008
Subject: FY09 House Appropriations QFR #3

ACCIDENT RATES

QUESTION: Please update the data on Class I, II and III railroads with the lowest and highest accident rates (excluding highway-rail crossing accidents) as shown on pages 407 and 408 of last year's hearing record.

RESPONSE:

TRAIN ACCIDENTS CLASS 1 RAILROADS, 2007
Lowest to Highest Rate

	Number	Rate Per Million Train Miles
Amtrak [ATK]	78	1.97
Norfolk Southern Corp. [NS]	233	2.28
Canadian Pacific Rwy Co. [CP]	28	2.43
CSX Transportation [CSX]	307	2.82
BNSF Rwy Co. [BNSF]	571	2.95
Union Pacific RR Co. [UP]	699	3.60
Canadian National - North America [CN]	85	4.16
Kansas City Southern Rwy Co. [KCS]	90	7.90

TRAIN ACCIDENTS CLASS II RAILROADS, 2007
Lowest (5) to Highest (5) Rate

	Number	Rate Per Million Train Miles
Grand Canyon Rwy [GCRX]	-	-
MARC Train Service [MACZ]	-	-
Southern California Regional Rail Auth [SCAX]	-	-
Long Island Rail Road [LI]	1	0.59
Alaska RR Corp. [ARR]	1	0.73
Union RR Co. [URR]	15	14.73
Montreal, Maine & Atlantic [MMA]	18	17.68
Elgin, Joliet & Eastern [EJE]	21	20.53
Wisconsin & Southern RR Co. [WSOR]	27	27.47
Belt Rwy Co. Of Chicago [BRC]	29	28.91

Excludes Highway-rail
Rate is the number of events per 1,000,000 train miles

TRAIN ACCIDENTS GROUP III RAILROADS, 2007

Lowest (5) to Highest (5) Rate

	Number	Rate Per Million Train Miles
Ann Arbor RR [AA]	-	-
Akron Barberton Cluster Rwy Co. [AB]	-	-
Alameda Belt Line [ABL]	-	-
Athens Line LLC, The [ABR]	-	-
Altamont Commuter Express Authority [ACEX]	-	-
R J Corman/Tennessee Term LLC [RJCK]	1	333.67
Cleveland Works Rwy Co. [CWRO]	3	370.55
Alamo Gulf Coast RR Co. [AGCR]	2	634.92
Honey Creek RR, Inc, [HCRR]	1	1798.56
Rescar Location 715 Switching [RCXM]	1	5813.95

Excludes Highway-rail
Rate is the number of events per 1,000,000 train miles

Name: Tamara Keller and Mary Beth Butts
Date: 7/9/2008
Subject: FY09 House Appropriations QFR #37

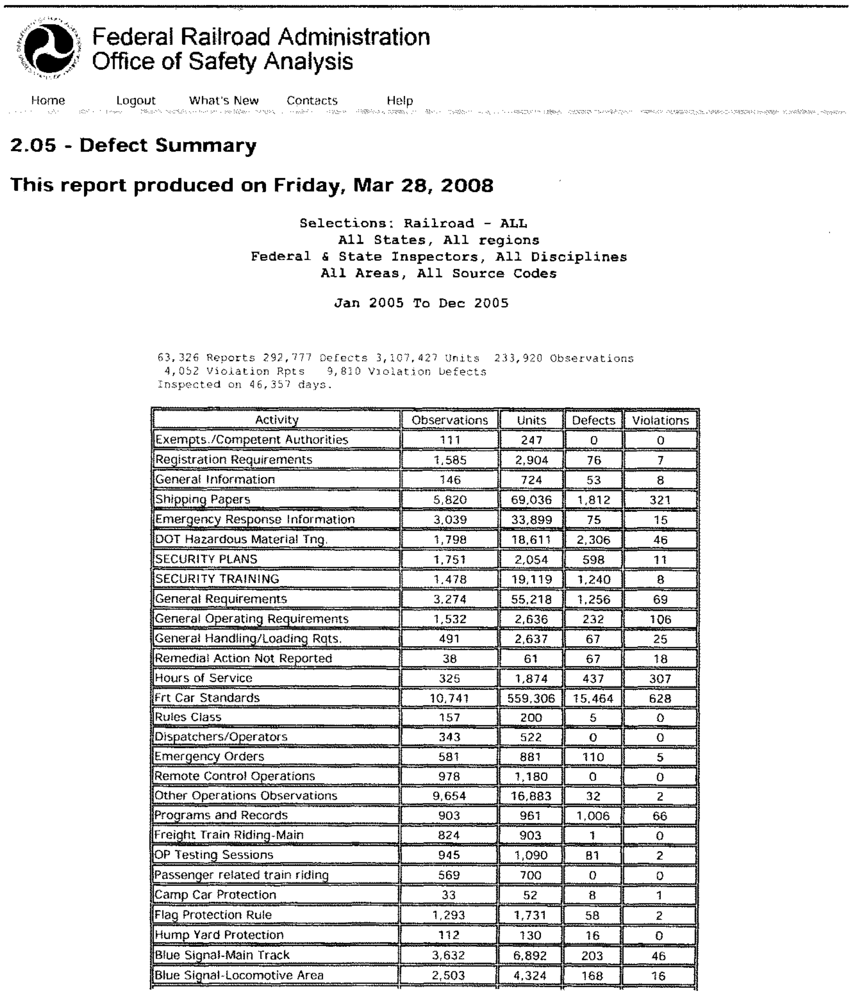
RAILROADS WARNINGS

QUESTION: Please provide a chart by total number of warning notices written for each of the fiscal years 2003 to 2007 that includes:

a) The total number of warning notices written by section and paragraph of the CFR violated including violations of PHMSA issued rules including the Hazardous Materials Regulations; and
b) The final dispensation of the warning notices (no further action taken, fine levied, etc.).

RESPONSE: As discussed, please see attached three tables that provide the requested information for fiscal years 2005, 2006, and 2007 only.

Name: Kim Orben and Arnel Rivera
Date: 3-31-08
Subject: FY09 House Appropriations QFR #45



Federal Railroad Administration
Office of Safety Analysis
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2.05 - Defect Summary

This report produced on Friday, Mar 28, 2008

Selections: Railroad - ALL
All States, All regions
Federal & State Inspectors, All Disciplines
All Areas, All Source Codes

Jan 2005 To Dec 2005

63,326 Reports 292,777 Defects 3,107,427 Units 233,920 Observations
4,052 Violation Rpts 9,810 Violation Defects
Inspected on 46,357 days.

Activity	Observations	Units	Defects	Violations
Exempts./Competent Authorities	111	247	0	0
Registration Requirements	1,585	2,904	76	7
General Information	146	724	53	8
Shipping Papers	5,820	69,036	1,812	321
Emergency Response Information	3,039	33,899	75	15
DOT Hazardous Material Tng.	1,798	18,611	2,306	46
SECURITY PLANS	1,751	2,054	598	11
SECURITY TRAINING	1,478	19,119	1,240	8
General Requirements	3,274	55,218	1,256	69
General Operating Requirements	1,532	2,636	232	106
General Handling/Loading Rqts.	491	2,637	67	25
Remedial Action Not Reported	38	61	67	18
Hours of Service	325	1,874	437	307
Frt Car Standards	10,741	559,306	15,464	628
Rules Class	157	200	5	0
Dispatchers/Operators	343	522	0	0
Emergency Orders	581	881	110	5
Remote Control Operations	978	1,180	0	0
Other Operations Observations	9,654	16,883	32	2
Programs and Records	903	961	1,006	66
Freight Train Riding-Main	824	903	1	0
OP Testing Sessions	945	1,090	81	2
Passenger related train riding	569	700	0	0
Camp Car Protection	33	52	8	1
Flag Protection Rule	1,293	1,731	58	2
Hump Yard Protection	112	130	16	0
Blue Signal-Main Track	3,632	6,892	203	46
Blue Signal-Locomotive Area	2,503	4,324	168	16

Tampering	1,840	2,874	110	8
Utility Employee	196	228	22	6
Yard Limits	324	408	41	3
Drug and Alcohol	394	441	842	46
Alcohol and Drug Control-Oth	318	390	635	21
Alcohol and Drug Control-Rando	135	148	119	5
Radio Standards	4,008	4,832	1,843	86
Rear End Markers	1,677	3,157	56	7
Use of loc horn	36	71	0	0
Use of loc horn (OP)	73	98	6	0
Glazing	5,800	23,361	526	88
Reflectorization Rail Freight	2	2	0	0
Internal Controls-Injury/Ilins	530	550	166	18
Injury/Illness Reporting	2,601	3,276	2,529	379
H/S Act: Rec, Faclt. Insp.	1,205	10,686	5,645	371
Clean, Safe and Sanitary	8	119	0	0
Diesel/Elec Locomotive	7,508	23,766	22,932	675
Electric Locomotive	107	333	64	2
MU Locomotive	146	1,320	516	6
Other Locomotive	217	631	129	0
Remote Control Locomotive	262	492	638	20
Steam Locomotive	103	124	130	0
Steam Loco. Observation/Test	61	101	0	0
Safety Appl. (Cars and Locos)	14,395	587,819	42,364	714
Power Brakes (Cars and Locos)	13,614	480,632	28,156	641
Any Car With Air	3,446	152,721	6,162	144
End of Train Device	2,567	4,721	29	2
OP Initial Term Brake Tst in C	77	99	0	0
Single Car Test	291	593	173	2
Initial Brake Test	2,549	4,929	531	126
OP Securement of Loco/Equipmen	1,040	2,034	471	90
Psgr. Equip. Safety Standards	699	7,381	1,844	25
Single Car test	1	1	0	0
Initial brake test	7	11	0	0
Psgr. Train Emergency Prep.	304	423	534	384
Locomotive Engr. Certification	4,035	5,805	880	117
Automatic Block - Other	168	711	161	1
Automatic Block - Signals	417	2,278	476	22
Automatic Block - Switches	235	797	172	3
Automatic Cab - Locomotive	108	626	98	4
Automatic Cab - Other	41	223	17	0
Automatic Train Control - Loco	231	961	228	18
Automatic Train Control- Other	49	328	29	0
ATIP (T-10/T-6)	645	28,865	0	0
Automatic Train Stop - Loco.	77	388	68	10
Automatic Train Stop - Other	55	336	28	0
Review barrier plan	1	1	0	0
Bridge Worker Safety Insp.	214	471	50	5
Review CWR plans	19	23	8	0

Derail	3,537	11,788	278	1
Freight Container	1,045	9,792	592	44
Ride railroad GRMS	17	1,213	0	0
Highway Grade X-ing - Other	3,601	26,680	1,951	213
Highway Grade X-ing - Records	680	30,383	3,703	95
Highway Grade X-ing - Signals	4,503	51,909	10,552	161
Highway Grade X-ing - Track	36	111	2	0
Highway Grade X-ing - Switch	172	295	11	0
5800.1 Reports/NRC Report	329	383	1	0
Int. Bulk Container (Gnd lvl)	45	476	8	0
Int. Bulk Container (All clos)	20	94	5	0
Int. Bulk Container (Not Insp)	4	14	3	1
Intermodal Marketing Company	16	16	0	0
Intermodal Facility Operations	596	596	0	0
Interlocking - Other	324	2,022	238	20
Interlocking - Signals	619	3,254	535	13
Interlocking - Switches	418	1,875	289	3
Intermodal Port. Tank (Ground)	358	1,653	292	19
Intermodal Port. Tank (All)	67	209	77	13
Intermodal Port. Tank (No Haz)	4	3	0	0
Intermodal Port. Tank (Not Ins	6	7	4	2
Locomotive Control Sys. Recs.	201	7,066	376	8
Lift rail assemblies	109	413	0	0
MPandE Records	9,035	122,569	12,398	539
Bridge Inspections(Track only)	503	1,655	0	0
Hi-Rail main Track	7,175	161,868	17,595	100
Walk Main Track	7,312	12,344	25,425	508
Non-bulk Packaging	81	1,495	105	38
Noise Inspection	11	21	4	0
OP Records Inspection	32	69	29	8
Owner Record Inspections	4	167	1	0
Other - Locomotive	10	32	0	0
Other - Other	330	5,938	0	0
Other - Signals	46	998	0	0
Other - Switches	17	41	10	0
Portable Tank (Ground level)	30	47	7	1
Portable Tank (All closures)	26	46	18	2
Quality Assurance Program	104	477	153	9
Review qualification test plan	3	6	0	0
Radioactive Material Pkg (Gnd)	59	913	38	22
Radioactive Material Pkg (All)	6	22	0	0
Rail Car Not Tank (Ground)	743	3,256	206	8
Rail Car Not Tank (All)	77	245	48	0
Rail Car Not Tank (No Hazmat)	60	374	22	0
Rail Car Not Tank (Not Insp)	10	17	5	1
Roadway Maint Machine & Hi-rai	2,456	4,428	605	13
Review right of way plan	2	5	0	0
Railroad Operations	5,704	5,704	1	0
Roadway Worker Protection Rule	14,574	35,694	1,138	120

Rail Crossing Main Track	959	1,956	514	1
Rail Crossing Yard Track	78	127	24	0
Shipper/Consignee Operations	2,900	2,900	0	0
Signal Records	309	19,378	980	86
Speed/Class Inspection	27	36	1	1
Train Riding	141	306	0	0
Switching Ops with HAZMAT cars	355	2,233	0	0
Tank Car (Ground level)	4,442	55,172	1,900	141
Tank Car (All closures)	4,930	30,911	3,682	412
Tank Car (No Hazmat)	100	455	33	4
Tank Car (Not Inspected)	154	170	112	75
Tank Car Facility (Class A)	8	8	0	0
Tank Car Facility (Class B)	4	4	0	0
Tank Car Facility (Class C)	90	90	0	0
Tank Car Facility (Class D)	1	1	0	0
Tank Car Facility (Class F)	16	16	0	0
Tank Car Facility (Class G)	9	9	0	0
Traffic Control - Other	1,095	5,283	446	167
Traffic Control - Signals	1,924	12,701	2,599	247
Traffic Control - Switches	1,574	5,531	987	7
Ride RR track geometry car	59	3,328	0	0
Transportation Leasing Co.	1	1	0	0
Turnouts Main Track	8,353	79,519	21,595	81
Turnouts Yard Track	3,998	42,461	15,053	110
In-train Placement,HAZMAT Cars	1,898	3,773	62	43
Track Records	1,148	115,122	7,874	396
Train Riding	36	37	0	0
Train Riding	756	39,380	215	0
Tank Car Unloading	1,352	2,074	381	51
United States Code	25	139	14	7
Ride railroad VTI vehicle	1	12	0	0
Hi-Rail Yard Track	479	2,047	384	1
Walk Yard Track	4,089	8,204	14,397	260

Any defects that begin with ROR, RSR, or TSI are not Federal defects. They are observations of a company violating their own operating rules.

Nbr	Defects	Viol	Defect	Defect "Nbr" is the number of line items used to record defects
1	5	0	USC020701	LOCOMOTIVE NOT IN SAFE AND SUITABLE CONDITION FOR SERVICE (EXPLAIN)
7	7	6	USC020303	FAILURE TO MEET CONDITIONS OF MOVEMENT FOR REPAIR FOR LOCOMOTIVE OR CAR WITH DEFECTIVE POWER BRAKES AND/OR SAFETY APPLIANCES (EXPLAIN)
1	1	0	USC020302	LOCOMOTIVE, CAR OR TRAIN NOT PROPERLY EQUIPPED WITH POWER BRAKES, AUTOMATIC COUPLERS OR SAFETY APPLIANCES (EXPLAIN)
101	106	101	HSA 21105B1	HSA 21105B1
3	3	0	HSA 21104A2C2	HSA 21104A2C2
3	3	1	HSA 21104A2C1	HSA 21104A2C1
3	22	1	HSA 21104A2B	HSA 21104A2B
1	16	16	HSA 21104A2A	HSA 21104A2A
38	93	54	HSA 21103A2	HSA 21103A2

10	10	7	HSA 21103A1	HSA 21103A1
2	2	0	EO 00248B	RAILROAD FAILED TO COMPLETE IMPLEMENTATION OF EO 24 NO LATER THAN NOVEMBER 22, 2005.
2	5	0	EO 00248A	RAILROAD FAILED TO IMMEDIATELY INITIATE STEPS TO IMPLEMENT EO 24.
3	6	0	EO 00247A	THE RAILROAD FAILED TO PROVIDE A COPY OF EO 24 TO ALL EMPLOYEES OR FAILED TO RETAIN A WRITTEN RECEIPT OR ACKNOWLEDGMENT FOR EACH AFFECTED EMPLOYEE.
1	1	0	EO 00246B	THE RAILROAD FAILED TO SPECIFICALLY PROVIDE FOR A MINIMUM NUMBER OF TESTS RELEVANT TO EO 24 PER YEAR.
1	1	0	EO 00245A	IN THE CASE OF A TRAIN, CREWMEMBER WHO OPERATED THE SWITCH FAILED TO COMMUNICATE WITH THE ENGINEER BY RADIO WHILE PHYSICALLY AT THE SWITCH LOCATION, S
4	5	0	EO 00243D	EMPLOYEE / RAILROAD FAILED TO RETAIN SPAFS FOR A PERIOD OF FIVE DAYS AND/OR MAKE AVAILABLE TO REPRESENTATIVES OF THE FRA FOR INSPECTION AND COPYING.
14	30	1	EO 00243C	EMPLOYEE FAILED TO RECORD ALL REQUIRED INFORMATION ON THE SPAF BEFORE REPORTING CLEAR OF THE LIMITS OF THE MAIN TRACK AUTHORITY.
8	29	0	EO 00243B	EMPLOYEE FAILED TO MAKE ENTRY ON THE SPAF WITH RESPECT TO A SPECIFIC HAND-OPERATED MAIN TRACK SWITCH IN NON-SIGNALED TERRITORY AS SOON AS PRACTICABLE
4	5	0	EO 00243A	EMPLOYEES OPERATING HAND-OPERATED MAIN TRACK SWITCHES IN NON-SIGNALED TERRITORY FAILED TO COMPLETE A SPAF.
1	2	0	EO 00242J	IN THE CASE OF A TRAIN, THE TRAIN DISPATCHER FAILED TO CONFIRM THAT BOTH THE CONDUCTOR AND ENGINEER HAD INITIALED THE SPAF AS REQUIRED.
6	13	0	EO 00242G	MAIN TRACK SWITCH, WHEN NOT IN USE, WAS NOT LOCKED, HOOKED OR LATCHED.
2	2	1	EO 00241C	RAILROADS FAILED TO MAINTAIN RECORDS OF BOTH INITIAL AND PERIODIC INSTRUCTION AVAILABLE FOR INSPECTION AND COPYING BY REPRESENTATIVES OF THE FRA DURIN
2	2	0	EO 00241B	RAILROAD FAILED TO PROVIDE PERIODIC INSTRUCTION TO ALL AFFECTED EMPLOYEES IN ACCORDANCE WITH 49 CFR 217.11
6	7	3	EO 00241A	RAILROAD FAILED TO PROVIDE INITIAL INSTRUCTION TO AFFECTED EMPLOYEES ON THIS EO AND THE RAILROAD S OPERATING RULES RELATING TO THE OPERATION OF HAND-O
1	6	0	2400309B	FAILURE OF RAILROAD TO REVIEW ALL REQUIRED INFORMATION
1	1	0	2400309A	FAILURE OF RAILROAD TO CONDUCT ANNUAL REVIEW OF ENGINEER MISCONDUCT
1	1	0	2400307J	FAILURE OF RAILROAD TO DOCUMENT REASON FOR NOT REVOKING CERTIFICATION
1	1	1	2400307B3	PENDING REVOCATION RAILROAD FAILED TO: CONVENE A HEARING WITHIN APPLICABLE TIME LIMIT
2	2	1	2400307B1	PENDING REVOCATION RAILROAD FAILED TO: IMMEDIATELY SUSPEND CERTIFICATION UPON RELIABLE INFORMATIO
1	1	0	2400307A	FAILURE OF RAILROAD TO REVOKE CERTIFICATION
4	5	4	2400305C	FAILURE OF ENGINEER TO NOTIFY RAILROAD WHEN INSTRUCTED TO EXCEED CERTIFICATION LIMITATIONS OR RAILROAD REQUIRING ENGINEER TO EXCEED LIMITATIONS
8	8	0	2400305B2	FAILURE OF CERTIFIED ENGINEER TO: DISPLAY CERTIFICATE UPON REQUES
38	41	1	2400305B1	FAILURE OF CERTIFIED ENGINEER TO: POSSESS CERTIFICATE WHILE ON DUTY AS ENGINEE
3	4	1	2400305A5	UNLAWFUL TO: KNOWINGLY OPERATE WITH AN UNAUTHORIZED DISABLED LOCOMOTIVE MOUNTED SAFETY DEVICE OR TAMPER WITH I
5	5	0	2400305A4	UNLAWFUL TO: OCCUPY MAIN TRACK WITHOUT AUTHORITY OR PERMISSIO
7	7	5	2400305A3	UNLAWFUL TO: FAILURE TO PERFORM REQUIRED TRAIN AIR BRAKE TEST
3	3	1	2400305A2	UNLAWFUL TO: EXCEED SPEED BY 10 MPH OR FAIL TO STOP WITHIN HALF THE RANGE OF VISION RESULTING IN A REPORTABLE ACCIDENT/INCIDENT UNDER PART 22
3	3	0	2400305A1	UNLAWFUL TO: PASS STOP SIGNAL WITHOUT AUTHORITY OR PERMISSIO
3	5	0	2400303D6	OPERATING RULE EFFICIENCY TEST IMPROPER BECAUSE:FAILURE TO DOCUMENT TEST WITHIN 30 DAY
2	2	0	2400303D5	OPERATING RULE EFFICIENCY TEST IMPROPER BECAUSE:TEST NOT UNANNOUNCE
				OPERATING RULE EFFICIENCY TEST IMPROPER BECAUSE:TEST FAILS TO MEET ONE OF THE

1	1	0	2400303D2	REQUIRED CRITERI
8	27	0	2400303C	FAILURE TO CONDUCT OPERATING RULE EFFICIENCY TEST EACH CALENDAR YEAR
8	12	1	2400303B	FAILURE TO MONITOR PERFORMANCE ONCE EACH CALENDAR YEAR
1	1	0	2400301A	FAILURE TO HAVE CERTIFICATE REPLACEMENT SYSTEM OR REPLACEMENT SYSTEM NOT REASONABLE OR ACCESSIBLE
1	1	0	2400231B2	RAILROAD PROVIDES UNQUALIFIED PERSON AS PILO
18	18	17	2400231A	RAILROAD ALLOWS ENGINEER TO OPERATE WHO IS NOT QUALIFIED ON THE PHYSICAL CHARACTERISTICS OF THE TERRITORY OR NOT ADDRESSED IN PROGRAM
1	2	0	2400229F4	CONTROLLING RAILROAD ALLOWS UNQUALIFIED JOINT OPERATIONS ENGINEER TO OPERATE WHEN: MAXIMUM DISTANCE TRAVELED EXCEEDED ONE (1) MIL
1	1	1	2400229C2	EMPLOYING RAILROAD ALLOWS UNQUALIFIED ENGINEER TO OPERATE OVER JOINT OPERATIONS TERRITOR
3	3	0	2400229A	ALLOWING UNCERTIFIED ENGINEER TO OPERATE IN JOINT OPERATIONS TERRITORY
1	1	0	2400225A4	FAILURE TO CONDUCT KNOWLEDGE TEST IF RULES ARE DIFFEREN
1	1	0	2400225A1	FAILURE TO DETERMINE CERTIFICATION IS STILL VALI
4	5	0	2400223D	UNLAWFUL TO MAKE FALSE ENTRIES, MISSTATEMENT , OMISSION, OR MUTILATE
72	78	18	2400223A7	CERTIFICATE REQUIREMENTS:FAILS TO INDICATE DATE OF LAST MONITORING RIDE IF NOT ON SUPPLEMENTAL DOCUMENT
1	1	0	2400223A6	CERTIFICATE REQUIREMENTS:FAILS TO HAVE SIGNATURE OF ISSUING EMPLOYE
12	14	0	2400223A5	CERTIFICATE REQUIREMENTS:FAILS TO INDICATE ISSUING OR EFFECTIVE DAT
15	15	0	2400223A4	CERTIFICATE REQUIREMENTS:FAILS TO IDENTIFY ANY APPLICABLE CONDITIONS OR RESTRICTION
15	25	0	2400223A3	CERTIFICATE REQUIREMENTS:FAILS TO IDENTIFY PERSON WITH DESCRIPTION OR PHOTOGRAP
1	1	0	2400223A2	CERTIFICATE REQUIREMENTS:FAILS TO INDICATE RAILROAD IS ACTING IN CONFORMITY WITH THIS PAR
5	5	0	2400223A1	CERTIFICATE REQUIREMENTS:FAILS TO INDICATE RAILROAD OR PARENT COMPAN
1	1	0	2400221D	FAILURE TO UPDATE REQUIRED LISTS ANNUALLY
10	11	0	2400221B	FAILURE TO MAINTAIN PROPER LIST OF CERTIFIED ENGINEER
4	4	0	2400221A	FAILURE TO MAINTAIN LIST OF DSLES
3	3	0	2400217D	FAILURE TO ISSUE CERTIFICATE WITHIN 30 DAYS OF CERTIFICATION DECISION
1	2	0	2400217A3	CERTIFYING AN ENGINEER USING OUTDATED DATA AS FOLLOWS: KNOWLEDGE TEST DATA THAT IS MORE THAN 366 DAYS OL
3	3	0	2400217A2	CERTIFYING AN ENGINEER USING OUTDATED DATA AS FOLLOWS: HEARING & VISUAL ACUITY DATA THAT IS MORE THAN 366 DAYS OL
3	3	0	2400217A1	CERTIFYING AN ENGINEER USING OUTDATED DATA AS FOLLOWS: ELIGIBILITY DATA THAT IS MORE THAN 366 DAYS OL
1	1	0	2400215J2	ELECTRONIC RECORD KEEPING PROCEDURES: FAILURE TO PROVIDE REASONABLE ACCESS AND RETRIEVAL OF INFORMATIO
3	11	11	2400215I	FALSIFICATION OF RECORDS
2	2	0	2400215H	FAILURE TO MAINTAIN RECORDS FOR SIX YEARS
1	1	0	2400215G	IF RELYING ON OTHER RAILROAD CERTIFICATION, FAILURE TO MAINTAIN RECORD OF DATA USED BY THAT RAILROAD TO MAKE CERTIFICATION DECISION
1	8	0	2400215F	FAILURE TO MAINTAIN RECORD OF ANOTHER TRAINING ENTITY IF USED
5	5	0	2400215E3	FAILURE TO MAINTAIN PERFORMANCE SKILLS TEST RECORD THAT INCLUDES: DATA CONCERNING MONITORING PERFORMANCE UNDER 240.129
8	16	0	2400215E1	FAILURE TO MAINTAIN PERFORMANCE SKILLS TEST RECORD THAT INCLUDES: TEST DATA CONCERNING PASS OR FAIL RESULT
1	8	0	2400215D2	FAILURE TO MAINTAIN KNOWLEDGE TEST RECORD THAT INCLUDES: SAMPLE COPY OF TESTS ADMINISTERE

2	9	0	2400215D1	FAILURE TO MAINTAIN KNOWLEDGE TEST RECORD THAT INCLUDES: TEST DATA CONCERNING PERSON'S PASS OR FAILUR
2	9	0	2400215C2	FAILURE TO MAINTAIN HEARING AND VISUAL ACUITY RECORD THAT INCLUDES: IF APPLICABLE, DATA ON PROFESSIONAL OPINION ON ADEQUACY OF PERSON'S ACUIT
5	13	0	2400215C1	FAILURE TO MAINTAIN HEARING AND VISUAL ACUITY RECORD THAT INCLUDES: TEST RESULTS OF ACUITY TES
1	8	0	2400215B4	FAILURE TO MAINTAIN ELIGIBILITY RECORD THAT INCLUDES: RELEVANT DATA FURNISHED BY EMPLOYE
6	14	0	2400215B3	FAILURE TO MAINTAIN ELIGIBILITY RECORD THAT INCLUDES: RELEVANT DATA ON MOTOR VEHICLE SAFETY CONDUC
1	8	0	2400215B2	FAILURE TO MAINTAIN ELIGIBILITY RECORD THAT INCLUDES: RELEVANT DATA FROM ANOTHER RAILROAD ON SAFETY CONDUC
1	8	0	2400215B1	FAILURE TO MAINTAIN ELIGIBILITY RECORD THAT INCLUDES: RELEVANT DATA OF PRIOR SAFETY CONDUC
1	1	0	2400213B3	FAILURE TO HAVE WRITTEN DOCUMENTATION SHOWING: QUALIFICATION ON PHYSICAL CHARACTERISTICS BY QUALIFIED DSL
1	1	0	2400211C	ALLOWING PERSON TO OPERATE WHO FAILED TEST
2	2	0	2400211B	FAILURE TO HAVE WRITTEN DOCUMENTATION ON TEST
1	4	0	2400211A1	FAILURE TO DETERMINE SKILLS IN MOST DEMANDING SERVIC
1	1	0	2400209C	ALLOWING PERSON TO OPERATE WHO FAILED TEST
4	39	0	2400209B	FAILURE TO HAVE WRITTEN DOCUMENTATION OF TEST
4	7	0	2400209A	FAILURE TO PROPERLY DETERMINE KNOWLEDGE
11	11	2	2400207E	FAILURE TO USE DEVICE NEEDED FOR PROPER ACUITY FAILURE TO PROPERLY DETERMINE KNOWLEDGE
3	3	0	2400207D	FAILURE TO NOTE IDENTIFIED RESTRICTIONS ON CERTIFICATE
2	3	0	2400207B	IMPROPER PROCEDURES FOR MAKING ACUITY DETERMINATIONS
8	8	0	2400207A	FAILURE TO DETERMINE HEARING AND VISUAL ACUITY
4	5	0	2400205B1	FAILURE TO HAVE WRITTEN DOCUMENTS ON FILE OF: MOTOR VEHICLE HISTOR
4	5	0	2400205A1	FAILURE TO PERFORM SAFETY CONDUCT EVALUATION OF: MOTOR VEHICLE HISTOR
3	3	0	2400203B1	CERTIFYING STUDENT ENGINEER WITHOUT PERFORMING HEARING AND VISUAL ACUITY TES
1	1	0	2400203A3	FAILURE TO CONDUCT KNOWLEDGE TES
5	6	0	2400203A2	FAILURE TO PERFORM HEARING AND VISUAL ACUITY EXA
1	1	0	2400203A1	FAILURE TO PERFORM SAFETY CONDUCT EVALUATIO
4	4	0	2400201I	FAILURE TO ISSUE CERTIFICATE TO ENGINEER
1	1	0	2400201H	FAILURE TO ISSUE CERTIFICATE TO ENGINEER
3	3	0	2400201E	CERTIFYING WITHOUT COMPLYING WITH SUBPART C
13	25	14	2400201D	ALLOWING UNCERTIFIED PERSON TO OPERATE
9	17	5	2400201C	FAILURE TO RECERTIFY WITHIN 36 MONTH PERIOD
3	10	0	2400201B	FAILURE TO DESIGNATE ENGINEERS IN WRITING
4	6	0	2400201A	FAILURE TO DESIGNATE DSLES IN WRITING
2	2	0	2400129E6	FAILURE TO CONDUCT TEST WITHOUT PRIOR NOTIC
2	2	0	2400129E3	FAILURE TO PERFORM PROPER EFFICIENCY TES
1	2	0	2400129E2	FAILURE TO PERFORM PROPER EFFICIENCY TES
16	30	9	2400129E1	FAILURE TO PERFORM EFFICIENCY TEST WITHIN CALENDAR YEA
1	1	0	2400129C3	OBSERVATION NOT PERFORMED BY DSLE OR ELECTRONICALLY RECORDE
16	29	9	2400129C2	OBSERVATION NOT PERFORMED IN CALENDAR YEA
14	35	1	2400127D	TEST NOT PROPERLY DOCUMENTED

4	6	0	2400127C4	TEST NOT OF SUFFICIENT LENGTH TO PROPERLY EVALUAT
1	11	11	2400127C2	TEST NOT PERFORMED BY DSL
1	1	0	2400127C1	FAILURE TO TEST IN MOST DEMANDING SERVIC
1	1	0	2400127B	INADEQUATE PROCEDURES FOR TESTING PERFORMANCE SKILLS
10	16	0	2400125D	TEST NOT PROPERLY DOCUMENTED
2	5	0	2400125C1	TEST IMPROPERLY DESIGNED TO EXAMINE KNOWLEDG
1	1	0	2400123C5II	PERFORMANCE SKILLS TRAINING FAILS TO: PLACE STUDENT AT CONTROLS OF LOCOMOTIVE FOR SIGNIFICANT AMOUNT OF TIM
1	1	0	2400123C5I	PERFORMANCE SKILLS TRAINING FAILS TO: BE SUPERVISED BY QUALIFIED PERSO
2	2	2	2400123C4IV	PROGRAM FAILS TO INCLUDE FOLLOWING SUBJECTS: TRAIN HANDLIN
1	1	0	2400123C2	IMPROPER KNOWLEDGE AND PERFORMANCE SKILLS TESTIN
1	1	0	2400123C1	IMPROPER CLASSROOM OR PHYSICAL CHARACTERISTICS TRAININ
1	1	0	2400123C	FAILURE TO HAVE ADEQUATE PROCEDURES FOR TRAINING NEW ENGINEERS
4	10	0	2400121A	FAILURE TO HAVE ADEQUATE PROCEDURES
1	1	0	2400117F3	CONSIDERING IMPROPERLY CONDUCTED OPERATING RULE EFFICIENCY TES
3	3	0	2400117E	CONSIDERING VIOLATIONS NOT LISTED IN THE REGULATION
1	15	0	2400115C2	IMPROPER EVALUATION PROCEDURE
1	1	0	2400115C1	FAILURE TO CONSIDER DAT
1	2	0	2400115B	CONSIDERING DATA BEYOND THE 36-MONTH PERIOD
2	4	0	2400113B	FAILURE TO REQUEST PREVIOUS EMPLOYMENT RECORDS
8	12	0	2400111B2	FAILURE TO REQUEST NDR RECOR
4	6	0	2400111B1	FAILURE TO REQUEST STATE RECOR
1	1	0	2400109E	CONSIDERING DATA BEYOND TIME LIMITS
1	1	0	2400109B1	FAILURE TO EVALUATE PRIOR SAFETY CONDUC
2	2	1	2400107C3	PROGRAM DESIGNATION OF SERVICE CLASS THAT EXCEEDS REG. LIMITATIONS:STUDENT ENGINEER OPERATING WITHOUT SUPERVISIO
2	7	0	2400107A	FAILURE TO DESIGNATE ALL CLASSES OF SERVICE
2	2	0	2400105B4	DSLE QUALIFICATIONS:SELECTING DSLE WHO IS NOT AN ENGINEER OR NOT PROPERLY QUALIFIED ON PHYSICAL CHARACTERISTIC
1	1	0	2400105B1	DSLE QUALIFICATIONS:FAILURE TO DETERMINE ADEQUATE PART 240 KNOWLEDG
5	5	0	2400105A	FAILURE TO HAVE SELECTION PROCEDURES
1	1	0	2400103D	FAILURE TO RESUBMIT PROGRAM WITHIN 30 DAYS OF DEFICIENCY NOTICE
1	10	0	2400103B	FAILURE TO ELECT TO EITHER TRAIN OR RECERTIFY
4	4	0	2400103A	FAILURE TO FOLLOW APPENDIX B
1	1	0	2400101C8	PROGRAM FAILS TO ADDRESS MONITORING OPERATIONAL PERFORMANC
2	2	0	2400101C5	PROGRAM FAILS TO ADDRESS TRAININ
2	2	0	2400101C4	PROGRAM FAILS TO ADDRESS HEARING & VISUAL ACUIT
1	1	0	2400101C1	PROGRAM FAILS TO ADDRESS DSLE SELECTION PROCEDURES
16	16	1	2400101A	FAILURE TO HAVE CERTIFICATION PROGRAM
1	1	1	2390303C	INABILITY OF RAILROAD TO PRODUCE INFORMATION IN A USABLE FORMAT FOR IMMEDIATE REVIEW.
6	6	6	2390301A	FAILURE TO CONDUCT OPERATIONAL (EFFICIENCY) TESTS OF ON-BOARD AND CONTROL CENTER EMPLOYEES.
3	4	0	23902031	FAILURE TO RETAIN A COPY OF THE EMERGENCY PREPAREDNESS PLAN OR AN AMENDMENT TO THE PLAN.
1	1	1	2390201A1III	FAILURE OF A RAILROAD TO FILE AN AMENDMENT TO ITS PLAN

1	1	0	2390201A1I	FAILURE OF THE RAILROAD TO FILE A WRITTEN EMERGENCY PREPAREDNESS PLAN
1	1	0	2390107A2II	DOOR IMPROPERLY MARKED OR INSTRUCTIONS IMPROPERLY POSTED
2	2	0	2390105A	FAILURE TO CONDUCT A DEBRIEFING AND CRITIQUE SESSION AFTER AN EMERGENCY OR FULL-SCALE SIMULATION WITHIN 60 DAYS OF EVENT.
2	5	1	2390105	FAILURE TO MEET DEBRIEFING AND CRITIQUE REQUIREMENTS.
2	2	0	2390101A7II	FAILURE TO POST EMERGENCY INSTRUCTIONS
3	4	0	2390101A7I	FAILURE TO PROVIDE PASSENGER AWARENESS EMERGENCY PROCEDURES
4	5	0	2390101A6I	FAILURE TO MEET GENERAL TYPES AND LOCATION OF EQUIPMENT REQUIREMENTS
13	17	0	2390101A6	FAILURE TO MEET ON-BOARD EMERGENCY EQUIPMENT REQUIREMENTS
1	1	0	2390101A2V	FAILURE TO MEET TESTING OF ON-BOARD AND CONTROL CENTER EMPLOYEE CRITERI
1	1	0	2390101A2IV	FAILURE TO MEET INITIAL TRAINING SCHEDULE FOR NEW EMPLOYEES CRITERIA
1	1	0	2390101A2III	FAILURE TO MEET INITIAL TRAINING SCHEDULE FOR CURRENT EMPLOYEES CRITERIA
2	56	46	2390101A2II	FAILURE TO MEET REQUIRED CONTROL CENTER PERSONNEL CRITERIA
8	393	329	2390101A2I	FAILURE TO MEET ON-BOARD PERSONNEL REQUIREMENTS
3	24	0	2390101A2	FAILURE TO MEET EMPLOYEE TRAINING AND QUALIFICATION REQUIREMENTS
1	1	0	2390101A	FAILURE TO ADOPT EMERGENCY PREPAREDNESS PLAN.
1	1	0	23901019A6III	FAILURE TO MEET EMERGENCY LIGHTING REQUIREMENTS
4	7	0	2390101	EMERGENCY PREPAREDNESS PLAN.
4	4	0	2380503I1	FAILURE TO DEVELOP OR COMPLY WITH WRITTEN STANDARD PROCEDURES FOR PERFORMING INSPECTION, TESTS, AND MAINTENANCE
26	28	0	2380503C7	INSECURE ATTACHMENT OF COMPONENT
1	1	0	2380503C6	USE OF COMPONENT OR SYSTEM THAT EXCEEDS OPERATING DESIGN
12	14	0	2380503C5	A LEAK
68	88	0	2380503C4	CRACK, BREAK, EXCESSIVE WEAR, STRUCTURAL DEFECT OR WEAKNESS OF COMPONENT
6	6	0	2380503C3	IMPROPER FUNCTIONING OF COMPONENT
10	20	2	2380503C1	FAILURE TO ENSURE EQUIPMENT FREE OF CONDITIONS WHICH ENDANGER SAFETY OF CREW, PASSENGERS, OR EQUIPMENT
13	380	1	2380503B1	FAILURE TO COMPLY WITH PROVISIONS OF THE PROGRAM.......
1	1	0	2380503A1	FAILURE TO DEVELOP AND PROVIDE INSPECTION, TESTING, AND MAINTENANCE PROGRAM OR OBTAIN FRA APPROVAL
1	1	0	2380447F1	IMPACT AREA SHARP EDGE OR CORNER NOT PADDED WITH SHOCK ABSORBENT MATERIAL
26	50	0	2380431D1	BRAKE SYSTEM DOES NOT PREVENT THERMAL DAMAGE TO WHEELS OR DISC ROTORS
1	1	0	2380429E3	SILL STEP NOT PROVIDED WITH ANTI-SKID MATERIAL
6	58	0	2380429D3	HANDRAIL OR HANDHOLD NOT SECURELY FASTENED AS REQUIRED.
3	9	0	2380429D2	INSUFFICIENT CLEARANCE ON HANDHOLD OR HANDRAIL
3	3	0	2380429A1	COUPLER DEFECTIVE OR NOT EQUIPPED
2	2	0	2380419A1	FAILURE TO MEET REQUIREMENTS FOR TRUCK-TO-CAR-BODY AND TRUCK COMPONENT ATTACHMENT
1	1	0	2380317D1	BRAKES AT REAR OF TRAIN DO NOT OPERATE IN RESPONSE TO A SIGNAL FROM THE ENGINEER'S BRAKE VALVE
2	2	0	2380317A1	FAILURE TO PERFORM CLASS II BRAKE TEST AND/OR INSPECTION ON A PASSENGER TRAIN
2	2	0	2380315F4	ANGLE COCK OR CUTOUT COCK NOT PROPERLY POSITIONED
2	2	0	2380315F2	FRICTION BRAKE DOES NOT APPLY OR REMAIN APPLIED
1	1	0	2380313H8	RECORD DOES NOT INCLUDE REQUIRED INFORMATION
2	2	0	2380313H7	RECORD OF CLASS I BRAKE TEST NOT MAINTAINED
21	27	0	2380313H5	BRAKE INDICATOR DEFECTIVE

14	26	0	2380313H4	DISC BRAKE ROTOR CRACKED BEYOND MANUFACTURER'S SPECIFICATIONS
22	27	0	2380313H2	BRAKE RIGGING BINDING / FOULING OR OTHER
40	41	2	2380313H1	ANGLE COCK OR CUTOUT COCK NOT PROPERLY POSITIONED
3	9	0	2380313G9	BRAKE SHOE OR PAD WORN BEYOND MANUFACTURER'S SPECIFICATION
2	2	0	2380313G8	EMERGENCY CONTROL DEVICE NOT FUNCTIONING AS INTENDED
4	4	0	2380313G7	EXCESSIVE BRAKE PIPE LEAKAGE
65	78	0	2380313G5	BRAKE SHOE OR PAD NOT SECURELY FASTENED OR ALIGNED
2	2	0	2380313G4	COMMUNICATIONS SYSTEM INOPERATIVE
2	3	0	2380313G3	PISTON TRAVEL NOT WITHIN PRESCRIBED LIMITS
29	36	0	2380313G2	BRAKE SHOE OR PAD NOT FIRMLY SEATED
14	14	0	2380313G1	FRICTION BRAKE DOES NOT APPLY OR REMAIN APPLIED
1	1	1	2380313C1	FAILURE TO MEET PROVISIONS FOR CARS ADDED TO PASSENGER TRAIN
2	2	1	2380313B1	FAILURE TO PERFORM CLASS I BRAKE TEST AND/OR INSPECTION ON A LONG-DISTANCE INTERCITY PASSENGER TRAIN
4	4	3	2380313A1	FAILURE TO PERFORM CLASS I BRAKE TEST AND/OR INSPECTION ON A PASSENGER TRAIN (SPECIFY TYPE OF PASSENGER TRAIN)
1	1	0	2380311C1	FAILURE TO PERFORM SINGLE CAR TEST FOR PRESCRIBED WHEEL DEFECT
1	1	0	2380311A1	FAILURE TO TEST IN ACCORD WITH REQUIRED PROCEDURE
8	12	0	2380309F1	FAILURE TO MAINTAIN RECORD OF INSPECTION OR STENCIL
7	7	0	2380309A3	FAILURE TO PERFORM COT&S AT PRESCRIBED INTERVAL ON PASSENGER COACHES OR OTHER UNPOWERED VEHICLE
2	2	0	2380309A1	FAILURE TO PERFORM COT&S AT PRESCRIBED INTERVAL ON MU LOCOMOTIVE
1	1	0	2380307F2	RECORD DOES NOT INCLUDE REQUIRED INFORMATIO
1	1	0	2380307E2	RECORD DOES NOT INCLUDE REQUIRED INFORMATION
6	6	0	2380307D5	COUPLER OR DRAFT ARRANGEMENT NOT IN PROPER CONDITIO
5	5	0	2380307D4	EMERGENCY WINDOW EXIT DOES NOT PROPERLY OPERAT
6	7	0	2380307D2	MANUAL DOOR RELEASE INOPERATIVE
11	11	0	2380307D1	FAILURE TO INSPECT MANUAL DOOR RELEASE
61	63	1	2380307C7	COUPLER OR DRAFT ARRANGEMENT NOT IN PROPER CONDITION
6	10	0	2380307C6	SWITCHES NOT IN PROPER CONDITION
36	36	0	2380307C3	BED, BUNKS, OR RESTRAINTS BROKEN OR LOOSE
26	32	0	2380307C2	LUGGAGE RACK BROKEN OR LOOSE
10	10	0	2380307C10	GENERAL CONDITION ENDANGERING CREW OR PASSENGERS
5	6	0	2380307C1	SEAT OR SEAT ATTACHMENT BROKEN OR LOOSE
1	1	0	2380307A1	FAILURE TO PERFORM PERIODIC MECHANICAL INSPECTION
1	1	0	2380305F1	FAILURE TO MAINTAIN RECORD OF INSPECTION.
7	9	0	2380305E2	RECORD DOES NOT INCLUDE REQUIRED INFORMATION.
9	10	0	2380305E1	FAILURE TO MEET PROVISIONS FOR LONG DISTANCE INTER-CITY PASS.TRAIN THAT MISSES A SCHEDULED CALENDAR DAY INTER. MECH. INSPECTION
58	59	0	2380305D1	EMERGENCY EQUIPMENT NOT IN PLACE
8	8	0	2380305C9	VESTIBULE STEPS NOT ILLUMINATED
90	110	0	2380305C8	TRAP DOOR DEFECTIVE OR INOPERATIVE
19	30	0	2380305C7	SAFETY SIGNAGE NOT IN PLACE OR LEGIBLE
6	6	0	2380305C6	HIGH VOLTAGE DOOR OR COVER PLATES NOT PROPERLY MARKED
74	79	2	2380305C5	EMERGENCY BRAKE VALVE NOT STENCILED OR MARKED

55	79	0	2380305C4	EMERGENCY EQUIPMENT NOT IN PLACE
21	26	2	2380305C3	ACCESS TO MANUAL DOOR RELEASE NOT IN PLACE
1	1	0	2380305C2	FLOORS OR PASSAGEWAYS NOT FREE OF CONDITION THAT CREATES HAZARD
9	21	0	2380305C10	END OR SIDE DOORS INOPERATIVE
17	17	0	2380305C1	FAILURE TO PROTECT AGAINST PERSONAL INJURY / FLOORS HAZARDOUS
6	6	1	2380305A1	FAILURE TO PERFORM INTERIOR CALENDAR DAY MECHANICAL INSPECTION
9	18	0	2380303K2	RECORD DOES NOT INCLUDE REQUIRED INFORMATION.
3	5	0	2380303I1	DIAPHRAGM NOT PROPERLY ALIGNED.
7	8	0	2380303H9	BUFFER PLATE NOT PROPERLY SECURED OR ALIGNED.
36	39	0	2380303H8	HIGH VOLTAGE COVER IMPROPERLY MARKED.
24	24	0	2380303H7	JUMPER OR CABLE CONNECTION NOT IN PROPER CONDITION OR WITH ONE END HANGING FREE.
48	53	0	2380303H6	IMPROPER GROUNDING OR INSULATION OF NON-CURRENT CARRYING METAL PART.
16	16	0	2380303H5	EXCEPT FOR WHEEL, PART OR APPLIANCE OF PASSENGER COACH WITHIN 2-1/2" OF TOP OF RAIL.
40	52	0	2380303H2	WHEEL HAS A CRACK OR BREAK IN THE FLANGE, TREAD, RIM, PLATE, OR HUB.
1	1	0	2380303G9	FLANGE HEIGHT IS 1-1/2" OR MORE MEASURED FROM TREAD TO TOP OF FLANGE.
1	1	0	2380303G7	WHEEL FLANGE 7/8" THICKNESS OR LESS AT 3/8" ABOVE TREAD.
2	2	0	2380303G6	WHEEL HAS SEAM RUNNING LENGTHWISE WITHIN 3-3/4" OF FLANGE.
8	8	0	2380303G5	WHEEL HAS SHELLED OUT SPOT 2-1/2" OR MORE IN LENGTH OR 2 ADJOINING SPOTS 2" OR MORE IN LENGTH.
1	1	0	2380303F7	MOTOR SUSPENSION LUG, EQUALIZER HANGER, GIB, OR PIN CRACKED OR BROKEN.
19	19	0	2380303F6	TIE BAR LOOSE
15	19	0	2380303F5	AIR BAG OR OTHER PNEUMATIC SUSPENSION SYSTEM DEFECTIVE OR INOPERATIVE.
152	210	1	2380303F4	SHOCK ABSORBER BROKEN OR LEAKING.
14	18	0	2380303F3	EQUALIZERS, HANGERS, BOLTS, GIBS, OR PINS CRACKED OR BROKEN.
36	57	0	2380303F2	COIL SPRING OR SADDLE BROKEN, MISSING, OR DEFECTIVE.
1	1	1	2380303F1	ELLIPTICAL SPRING DEFECTIVE, BROKEN, OR MISSING.
4	4	0	2380303E4	COUPLER NOT EQUIPPED WITH ANTI-CREEP PROTECTION.
7	7	0	2380303A2	FAILURE TO PERFORM EXTERIOR CALENDAR DAY MECHANICAL INSPECTION ON PASSENGER EQUIPMENT.
1	1	1	2380303A1	FAILURE TO PERFORM EXTERIOR CALENDAR DAY MECHANICAL INSPECTION ON PASSENGER CAR OR UNPOWERED VEHICLE.
1	1	0	2380237C1	FAILURE TO INITIATE A PENALTY BRAKE APPLICATION WHEN ACTIVATED.
1	1	0	2380235D1	IMPROPER MARKING OR FAILURE TO PROVIDE INSTRUCTIONS.
1	1	0	2380233D1	INTERIOR FITTINGS NOT RECESSED OR FLUSH-MOUNTED.
1	1	0	2380233C1	INTERIOR FITTINGS NOT ATTACHED AS REQUIRED.
1	1	0	2380233B2	OVERHEAD STORAGE RACKS NOT ATTACHED AS REQUIRED.
1	5	0	2380233A1	SEAT IN PASSENGER CAR NOT FASTENED AS REQUIRED.
1	1	0	2380231N1	FAILURE TO CUT-OUT BRAKES AND DRAIN RESERVOIRS WHEN ADJUSTING PISTON TRAVEL AND/OR WORKING ON BRAKE SYSTEM
2	2	0	2380231I3	EMERGENCY BRAKE VALVE NOT CLEARLY IDENTIFIED AND MARKED.
1	1	0	2380231I1	EMERGENCY BRAKE VALVE NOT ACCESSIBLE.
2	8	0	2380231H3	HAND BRAKE OR PARKING BRAKE NOT APPLIED TO HOLD UNATTENDED EQUIPMENT STANDING ON A GRADE.
17	33	2	2380231H1	HAND BRAKE OR PARKING BRAKE MISSING OR INOPERATIVE (AS REQUIRED).

2	2	0	2380231F1	BRAKE SYSTEM OPERATION CAUSES THERMAL STRESS TO WHEELS.
1	1	0	2380231D1	BRAKE SYSTEM FAILS TO RESPOND TO SIGNAL FROM BRAKE CONTROL LINE.
10	10	0	2380231B1	BRAKE SYSTEM NOT DESIGNED FOR SAFE OBSERVATION OF ACTUATION AND RELEASE.
6	7	0	2380117A1	PROTECTION AGAINST PERSONAL INJURY DEFECTIVE OR NOT PROVIDED.
1	1	0	2380115B1	FAILURE TO PROVIDE EMERGENCY LIGHTING.
2	3	0	2380113C1	FAILURE TO MEET REQUIRED MARKING AND INSTRUCTIONS.
2	2	0	2380019A2	FAILURE TO MAINTAIN PROPER REPAIR RECORDS (EXPLAIN)
1	2	0	2380019A1	FAILURE TO MEET REQUIREMENTS FOR REPORTING OR TRACKING SYSTEM.
1	1	1	2380017C1	IMPROPER MOVEMENT OF EN ROUTE DEFECT
1	3	3	2380017B1	IMPROPER MOVEMENT FROM CALENDAR DAY INSPECTION.
25	43	9	236058802	PERIODIC TESTS OF AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL APPARATUS NOT MADE AT LEAST ONCE EVERY TWO MONTHS WHERE DAILY OR AFTER TRIP TEST
13	27	4	236058801	PERIODIC TESTS OF AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL APPARATUS NOT MADE AT LEAST ONCE EVERY 92 DAYS.
1	1	0	236058707	RECORD OF DEPARTURE TEST OF AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL EQUIPMENT ON LOCOMOTIVE NOT TRANSMITTED TO DISPATCHER OR DESIGNATED IND
3	14	0	236058706	RECORD OF DEPARTURE TEST OF AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL EQUIPMENT ON LOCOMOTIVE NOT SIGNED BY EMPLOYEE MAKING TEST.
8	9	0	236058705	RECORD OF DEPARTURE TEST OF AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL EQUIPMENT ON LOCOMOTIVE NOT KEPT, AT TEST LOCATION.
5	5	2	236058704	RECORD OF DEPARTURE TEST OF AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL EQUIPMENT NOT POSTED IN CAB OF LOCOMOTIVE.
1	1	1	236058702	TEST OF AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL APPARATUS ON LOCOMOTIVE NOT MADE IMMEDIATELY PRIOR TO ENTERING EQUIPPED TERRITORY, IF EQUIP
1	1	1	236058701	TEST OF AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL APPARATUS ON LOCOMOTIVE NOT MADE ON DEPARTURE OF LOCOMOTIVE FROM ITS INITIAL TERMINAL IF EQ
30	40	7	236058601	AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL APPARATUS ON LOCOMOTIVE OPERATING IN EQUIPPED TERRITORY NOT TESTED EITHER ONCE EVERY 24 HOURS OR WI
1	1	0	236057702	ACKNOWLEDGMENT CIRCUIT NOT TESTED AT LEAST ONCE EVERY TWELVE MONTHS.
3	4	0	236057701	TEST CIRCUIT NOT TESTED AT LEAST ONCE EVERY TWELVE MONTHS.
1	8	8	236056704	TRAIN PERMITTED TO PROCEED AT HIGHER THAN RESTRICTED SPEED TO POINT WHERE ABSOLUTE BLOCK CAN BE ESTABLISHED WHEN ATS, TC, OR CAB SIGNAL DEVICE FAILS A
1	1	0	236056703	REPORT NOT MADE TO DESIGNATED OFFICER AT NEXT AVAILABLE POINT OF COMMUNICATION AFTER AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL DEVICE FAILS A
1	1	0	236056702	TRAIN PERMITTED TO PROCEED AT HIGHER THAN MEDIUM SPEED TO NEXT AVAILABLE POINT OF COMMUNICATION WHEN AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNA
1	1	1	236056601	LOCOMOTIVE FROM WHICH BRAKES ARE CONTROLLED ON TRAIN OPERATING IN AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL TERRITORY NOT EQUIPPED WITH APPAR
1	1	0	236056202	PICK-UP OF LOCOMOTIVE EQUIPMENT OF CONTINUOUS INDUCTIVE AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL DEVICE TOO LOW.
4	4	0	236056201	PICK-UP OF LOCOMOTIVE EQUIPMENT OF CONTINUOUS INDUCTIVE AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL DEVICE TOO HIGH.
1	1	0	236055702	RECEIVER OF INTERMITTENT INDUCTIVE AUTOMATIC TRAIN STOP DEVICE OF THE INERT ROADWAY ELEMENT TYPE, OR CONTINUOUS INDUCTIVE AUTOMATIC TRAIN STOP, TRAIN
11	15	0	236055701	RECEIVER OF INTERMITTENT INDUCTIVE AUTOMATIC TRAIN STOP DEVICE OF THE INERT ROADWAY ELEMENT TYPE, OR CONTINUOUS INDUCTIVE AUTOMATIC TRAIN STOP, TRAIN
98	144	3	236055301	DEVICE BY MEANS OF WHICH OPERATION OF PNEUMATIC PORTION OF APPARATUS CAN BE CUT OUT, NOT SEALED.
1	1	0	236052904	INDUCTOR OF THE INERT ROADWAY ELEMENT TYPE TOO FAR FROM GAGE SIDE OF NEAREST RUNNING RAIL.
				INDUCTOR OF THE INERT ROADWAY ELEMENT TOO CLOSE TO GAGE SIDE OF NEAREST

2	4	0	236052903	RUNNING RAIL.
5	11	0	236052902	INDUCTOR OF THE INERT ROADWAY ELEMENT TYPE TOO LOW.
1	2	0	236052901	INDUCTOR OF THE INERT ROADWAY ELEMENT TYPE TOO HIGH.
14	31	0	236051501	CAB SIGNAL NOT PLAINLY VISIBLE TO MEMBER OF LOCOMOTIVE CREW FROM HIS/HER STATION IN THE CAB.
2	2	0	236051303	CAB INDICATOR NOT CLEARLY AUDIBLE THROUGHOUT CAB UNDER ALL OPERATING CONDITIONS.
6	21	0	236050501	PROPER OPERATIVE RELATION BETWEEN THE PARTS ALONG THE ROADWAY AND THE PARTS ON THE LOCOMOTIVE DOES NOT OBTAIN UNDER ALL CONDITIONS OF SPEED, WEATHER,
1	1	0	236050401	AUTOMATIC TRAIN STOP OR TRAIN CONTROL SYSTEM DOES NOT OPERATE IN CONNECTION WITH AN AUTOMATIC BLOCK SIGNAL SYSTEM.
1	1	0	236050301	AUTOMATIC TRAIN CONTROL SYSTEM DOES NOT OPERATE TO INITIATE AN AUTOMATIC BRAKE APPLICATION WHEN THE SPEED OF THE TRAIN EXCEEDS THE PREDETERMINED RATE
1	1	0	236041012	APPROACH OR TIME LOCKING OF ELECTRIC LOCK AT HAND-OPERATED SWITCH CAN BE DEFEATED BY THE UNAUTHORIZED USE OF EMERGENCY RELEASE DEVICE OF ELECTRIC LOCK
2	2	2	236041008	ELECTRIC OR MECHANICAL LOCK ON HAND-OPERATED SWITCH CAN BE UNLOCKED BEFORE EXPIRATION OF PREDETERMINED TIME INTERVAL WHERE TIME LOCKING IS PROVIDED.
1	1	0	236041003	APPROACH OR TIME LOCKING NOT PROVIDED FOR ELECTRIC LOCK ON HAND-OPERATED SWITCH.
1	1	0	236041001	HAND-OPERATED SWITCH ON MAIN TRACK NOT ELECTRICALLY OR MECHANICALLY LOCKED IN NORMAL POSITION WHERE SIGNAL IS NOT PROVIDED TO GOVERN MOVEMENT TO MAIN
1	1	0	236040803	ROUTE LOCKING NOT EFFECTIVE UNTIL FIRST PAIR OF WHEELS OF LOCOMOTIVE OR CAR PASSES A POINT MORE THAN 13 FEET IN ADVANCE OF THE SIGNAL GOVERNING THE MO
1	1	0	236040703	TIME LOCKING NOT EFFECTIVE.
24	39	0	236038202	SWITCH OBSTRUCTION TEST NOT MADE AT LEAST ONCE EACH MONTH.
10	27	22	236038002	INDICATION LOCKING NOT TESTED AT LEAST ONCE EVERY TWO YEARS.
1	2	0	236038001	INDICATION LOCKING NOT TESTED WHEN INSTALLED, MODIFIED, OR AFTER BEING DISARRANGED.
11	31	18	236037902	ROUTE OR OTHER TYPE OF SWITCH LOCKING NOT TESTED AT LEAST ONCE EVERY TWO YEARS.
1	1	0	236037901	ROUTE OR OTHER TYPE OF SWITCH LOCKING NOT TESTED WHEN INSTALLED, MODIFIED, OR AFTER BEING DISARRANGED.
10	29	21	236037802	TIME LOCKING NOT TESTED AT LEAST ONCE EVERY TWO YEARS.
10	58	47	236037702	APPROACH LOCKING NOT TESTED AT LEAST ONCE EVERY TWO YEARS.
6	7	0	236034201	CONTACTS OF SWITCH CIRCUIT CONTROLLER CONNECTED AT THE POINT TO SWITCH, DERAIL, OR MOVABLE-POINT FROG ARE IN POSITION CORRESPONDING TO SWITCH POINT CL
64	71	1	236033403	POINT DETECTOR CIRCUIT CONTROLLER CONTACTS ASSUME POSITION CORRESPONDING TO SWITCH POINT CLOSURE WHEN SWITCH POINT IS PREVENTED BY AN OBSTRUCTION FROM
172	222	0	236033402	POINT DETECTOR CIRCUIT CONTROLLER CONTACTS ASSUME THE POSITION CORRESPONDING TO SWITCH POINT CLOSURE WHEN SWITCH POINT IS PREVENTED BY AN OBSTRUCTION
2	2	0	236033401	POINT DETECTOR CONTACTS CAN BE OPENED BY MANUALLY APPLYING FORCE AT THE CLOSED SWITCH POINT WHEN SWITCH MECHANISM IS LOCKED IN NORMAL OR REVERSE POSIT
61	65	0	236032701	SWITCH, MOVABLE-POINT FROG, OR SPLIT-POINT DERAIL CAN BE LOCKED WHEN SWITCH POINT IS OPEN THREE-EIGHTHS INCH.
1	1	0	236031409	TIME LOCKING NOT EFFECTIVE.
4	5	0	236031205	EMERGENCY BYPASS SWITCH OR DEVICE NOT LOCKED OR SEALED.
6	9	2	236031204	SIGNAL GOVERNING MOVEMENTS OVER MOVABLE BRIDGE PROTECTED BY INTERLOCKING CAN DISPLAY ASPECT TO PROCEED WITH THE TRACK RAIL ON THE MOVABLE SPAN MORE TH
35	56	3	236031203	SIGNAL GOVERNING MOVEMENTS OVER MOVABLE BRIDGE PROTECTED BY INTERLOCKING CAN DISPLAY ASPECT TO PROCEED WITH THE TRACK RAIL ON THE MOVABLE SPAN MORE TH
19	33	2	236031202	SIGNAL GOVERNING MOVEMENTS OVER MOVABLE BRIDGE PROTECTED BY INTERLOCKING CAN DISPLAY ASPECT TO PROCEED WITH BRIDGE LOCKING MEMBERS DISPLACED MORE THAN

5	19	4	236031201	SIGNAL APPLIANCES AT MOVABLE BRIDGE PROTECTED BY INTERLOCKING NOT SO INTERLOCKED WITH BRIDGE DEVICES THAT BEFORE A SIGNAL GOVERNING MOVEMENTS OVER THE
2	2	0	236031002	INOPERATIVE APPROACH SIGNAL PROVIDED FOR HOME SIGNAL WHERE AUTHORIZED SPEED BETWEEN HOME SIGNALS IS GREATER THAN 20 MILES PER HOUR.
6	8	0	236031001	APPROACH SIGNAL NOT PROVIDED FOR HOME SIGNAL ON MAIN TRACK.
3	4	0	236030902	LOSS OF SHUNT OF FIVE SECONDS OR LESS PERMITS THE RELEASE OF ROUTE LOCKING OF POWER-OPERATED SWITCH, MOVABLE POINT FROG, OR DERAIL. (DOES NOT APPLY TO
5	7	1	236030901	LOSS OF SHUNT FOR FIVE SECONDS OR LESS PERMITS ESTABLISHED ROUTE AT AUTOMATIC INTERLOCKING TO BE CHANGED.
1	1	1	236030401	MECHANICAL LOCKING, OR THE SAME PROTECTION EFFECTED BY MEANS OF CIRCUITS NOT PROVIDED.
2	2	2	236030302	CONTROL CIRCUIT FOR SIGNAL ASPECT WITH INDICATION MORE FAVORABLE THAN "PROCEED AT RESTRICTED SPEED" IS NOT SO ARRANGED THAT SUCH ASPECT CAN ONLY BE DI
2	3	1	236030101	SIGNAL NOT PROVIDED TO GOVERN TRAIN MOVEMENTS INTO AND THROUGH INTERLOCKING LIMITS.
2	2	2	236020501	CIRCUITS NOT SO INSTALLED THAT SIGNAL WILL DISPLAY ITS MOST RESTRICTIVE ASPECT WHEN THE BLOCK INTO WHICH IT GOVERNS TRAIN MOVEMENTS IS OCCUPIED BY A T
1	1	0	236020201	SIGNAL DOES NOT DISPLAY ITS MOST RESTRICTIVE ASPECT WHEN POINTS OF FACING-POINT HAND-OPERATED SWITCH OVER WHICH IT GOVERNS MOVEMENTS ARE OPEN ONE-FOUR
1	1	0	236020101	THE CONTROL CIRCUITS FOR HOME SIGNAL ASPECTS MORE FAVORABLE THAN "PROCEED AT RESTRICTED SPEED" NOT CONTROLLED AUTOMATICALLY BY TRACK CIRCUITS EXTENDIN
47	146	0	236011005	RECORD OF TEST FORM DOES NOT SHOW NAME OF RAILROAD, PLACE AND DATE, EQUIPMENT TESTED, REPAIRS, REPLACEMENTS, ADJUSTMENTS MADE, CONDITION IN WHICH APPA
32	533	29	236011004	RECORD OF TESTS NOT FILED WITH A SUPERVISORY OFFICIAL HAVING JURISDICTION.
70	269	0	236011003	RECORD OF TESTS NOT COMPLETE.
17	78	1	236011002	TESTS NOT RECORDED ON FORM.
21	62	2	236011001	RECORD OF TESTS NOT MADE.
4	4	0	236010907	PREDETERMINED TIME INTERVAL NOT SHOWN ON PLANS OR MARKED ON TIME RELEASE, TIMING RELAY, OR TIMING DEVICE.
2	2	0	236010906	TIMING OF TIMING DEVICE LESS THAN 90 PERCENT OF PREDETERMINED TIME INTERVAL.
5	9	6	236010903	TIMING DEVICE NOT TESTED AT LEAST ONCE EVERY TWELVE MONTHS.
2	12	10	236010902	TIMING RELAY NOT TESTED AT LEAST ONCE EVERY TWELVE MONTHS.
2	5	0	236010803	CIRCUIT PERMITTED TO FUNCTION ON A CONDUCTOR HAVING INSULATION RESISTANCE VALUE LESS THAN 200,000 OHMS.
2	5	0	236010802	ACTION NOT TAKEN TO PROMPTLY REPAIR OR RENEW CONDUCTOR WHEN ITS INSULATION RESISTANCE IS BELOW 500,000 OHMS.
17	66	44	236010801	TESTS OF INSULATION RESISTANCE NOT MADE WITHIN SPECIFIED PERIOD.
3	6	1	236010701	GROUND TEST ON ENERGY BUS WHICH FURNISHES POWER TO CIRCUITS, THE FUNCTIONING OF WHICH AFFECTS THE SAFETY OF TRAIN OPERATION, NOT MADE WHEN INSTALLED O
6	16	16	236010603	TESTS OF AC VANE RELAY, D.C. POLAR RELAY, OR RELAY WITH SOFT IRON MAGNETIC STRUCTURE NOT MADE AT LEAST ONCE EVERY TWO YEARS.
30	87	63	236010601	TESTS OF RELAY IN SERVICE NOT MADE AT LEAST ONCE EVERY FOUR YEARS.
18	28	0	236010401	SHUNT FOULING CIRCUIT NOT INSPECTED AT LEAST ONCE EVERY THREE MONTHS.
2	39	0	236010202	TESTS OF SIGNAL MECHANISM OPERATING CHARACTERISTICS NOT MADE AT LEAST ONCE EVERY TWO YEARS.
5	85	0	236010106	ELECTRONIC DEVICE WHICH FAILED TO MEET REQUIREMENTS OF SPECIFIED TEST RESTORED TO SERVICE WITH OPERATING CHARACTERISTICS NOT IN ACCORDANCE WITH THE LI
4	4	0	236007604	TAG INTERFERES WITH MOVING PARTS OF APPARATUS.
6	7	0	236007602	NOMENCLATURE OF TAG OR WIRE IDENTIFICATION DOES NOT CORRESPOND TO THAT OF CIRCUIT PLAN.

136	283	0	236007601	WIRE NOT TAGGED OR OTHERWISE MARKED SO IT CAN BE IDENTIFIED AT TERMINAL.
3	3	0	236007402	INSULATION OF INSULATED WIRE PUNCTURED FOR TEST PURPOSES.
217	292	1	236007401	INSULATED WIRE NOT PROTECTED FROM MECHANICAL INJURY.
14	30	0	236007105	CABLE USED AERIALLY NOT SUPPORTED ON INSULATORS OR BY MESSENGER.
39	122	0	236007104	SIGNAL WIRE INTERFERES WITH OR IS INTERFERED BY ANOTHER WIRE.
63	143	23	236007103	SIGNAL WIRE NOT SECURED BECAUSE OF BROKEN, BURNT, OR MISSING CROSSARM.
75	210	2	236007102	SIGNAL WIRE NOT SECURED BECAUSE OF BROKEN, MISSING OR BURNT POLE.
78	822	204	236007101	SIGNAL WIRE CARRIED ON POLE LINE NOT SECURELY TIED IN ON INSULATOR.
1	1	1	236006001	SWITCH SHUNTING CIRCUIT INSTALLED WHERE TRACK CIRCUIT OR CONTROL CIRCUIT NOT OPENED BY SWITCH CIRCUIT CONTROLLER. (DOES NOT APPLY TO INSTALLATIONS MAD
648	909	4	236005999	INSULATION IN INSULATED RAIL JOINT IN BAD CONDITION.
6	7	0	236005902	INSULATED RAIL JOINT NOT MAINTAINED IN SUCH A CONDITION THAT THE TRACK CIRCUIT THROUGH THE SWITCH CIRCUIT CONTROLLER CAN BE OPENED WHEN SWITCH POINT O
250	285	0	236005901	INSULATED RAIL JOINT NOT MAINTAINED IN CONDITION TO PREVENT FLOW OF SUFFICIENT TRACK CIRCUIT CURRENT BETWEEN RAILS SEPARATED BY THE INSULATION TO CAUS
35	42	1	236005802	RAIL JOINT IN SHUNT FOULING SECTION NOT BONDED.
3	3	0	236005801	FOULING SECTION OF TURNOUT DOES NOT EXTEND TO CLEARANCE POINT.
1	1	0	236005705	FOULING WIRES NOT MAINTAINED IN SUCH CONDITION THAT TRACK RELAY IS IN DE-ENERGIZED POSITION OR DEVICE THAT FUNCTIONS AS TRACK RELAY IS IN ITS MOST RE
2	5	0	236005702	SHUNT WIRES NOT OF SUFFICIENT CONDUCTIVITY SO THAT TRACK RELAY IS IN DE-ENERGIZED POSITION OR DEVICE THAT FUNCTIONS AS TRACK RELAY IS IN ITS MOST RES
203	254	1	236005701	SHUNT OR FOULING WIRES DO NOT CONSIST OF AT LEAST TWO DISCRETE CONDUCTORS. (DOES NOT APPLY TO SHUNT WIRES TO SWITCH C.C. THROUGH WHICH SIG. CONTROL CI
2	3	0	236005601	TRACK RELAY NOT IN DE-ENERGIZED POSITION OR DEVICE THAT FUNCTIONS AS A TRACK RELAY NOT IN ITS MOST RESTRICTIVE STATE WITH A SHUNT OF 0.06 OHM RESISTAN
2	2	1	236005501	DEAD SECTION EXCEEDS 35 FEET AND SPECIAL CIRCUIT NOT INSTALLED.
2	2	2	236005101	TRACK RELAY NOT IN DE-ENERGIZED POSITION OR DEVICE THAT FUNCTIONS AS TRACK RELAY NOT IN ITS MOST RESTRICTIVE STATE IN REAR OF BROKEN RAIL.
1	1	1	236002402	ROADWAY SIGNAL NOT LOCATED WITH RESPECT TO THE NEXT SIGNAL IN ADVANCE GOVERNING MOVEMENTS IN THE SAME DIRECTION, SO THAT WHEN IT DISPLAYS A RESTRICTIV
1	1	0	236002401	ROADWAY SIGNAL NOT LOCATED WITH RESPECT TO THE NEXT SIGNAL OR SIGNALS IN ADVANCE WHICH GOVERNS TRAIN MOVEMENTS IN THE SAME DIRECTION, SO THAT WHEN IT
2	2	0	236002312	NAMES, INDICATIONS AND ASPECTS OF ROADWAY SIGNALS AND/OR CAB SIGNALS NOT DEFINED IN CARRIER'S BLOCK SIGNAL AND INTERLOCKING RULES CURRENTLY IN EFFECT.
2	3	0	236002306	SIGNAL ASPECT DOES NOT INDICATE ACTION TO BE TAKEN.
1	1	0	236002301	ASPECTS OF ROADWAY SIGNAL SHOWN BY MEANS OTHER THAN POSITION OF SEMAPHORE BLADE, COLOR OF LIGHTS, POSITION OF LIGHTS, FLASHING OF LIGHTS, OR COMBINATI
32	43	0	236002101	ROADWAY SIGNAL NOT POSITIONED AND ALIGNED SO THAT THE INDICATION ASPECTS IT DISPLAYS CAN BE CLEARLY ASSOCIATED WITH THE TRACK IT GOVERNS.
1	1	0	236001704	PIPE LINE OUT OF ALINEMENT SUFFICIENTLY TO INTERFERE WITH PROPER OPERATION.
17	17	3	236001104	CAUSE NOT DETERMINED FOR SIGNAL COMPONENT OUT OF CORRESPONDENCE WITH KNOWN OPERATING CONDITIONS.
181	236	3	236001103	COMPONENT, ESSENTIAL TO THE SAFETY OF TRAIN OPERATION, FAILING TO PERFORM ITS INTENDED FUNCTION NOT REPLACED WITHOUT UNDUE DELAY.
289	349	1	236001102	COMPONENT, ESSENTIAL TO THE SAFETY OF TRAIN OPERATION, FAILING TO PERFORM ITS INTENDED FUNCTION NOT REPAIRED WITHOUT UNDUE DELAY.
79	98	0	236001101	COMPONENT, ESSENTIAL TO THE SAFETY OF TRAIN OPERATION, FAILING TO PERFORM ITS INTENDED FUNCTION NOT ADJUSTED WITHOUT UNDUE DELAY.
10	25	0	236000803	WORKING VALUE OF ELECTRONIC OR ELECTRICAL APPARATUS NOT IN ACCORDANCE WITH THE LIMITS WITHIN WHICH THE APPARATUS IS DESIGNED TO OPERATE.

4	7	0	236000612	SWITCH CIRCUIT CONTROLLER NOT CONNECTED TO NORMALLY CLOSED SWITCH POINT.
2	2	0	236000611	FACING-POINT LOCK CONNECTIONS NOT SECURELY FASTENED.
3	3	0	236000610	SWITCH-AND-LOCK MOVEMENT CONNECTIONS NOT SECURELY FASTENED.
33	37	0	236000609	SWITCH CIRCUIT CONTROLLER CONNECTIONS NOT SECURELY FASTENED.
2	2	0	236000608	CONTACT OPENING OF SWITCH CIRCUIT CONTROLLER CONTACT LESS THAN ONE-SIXTEENTH INCH.
5	7	0	236000607	SWITCH-AND-LOCK MOVEMENT NOT SECURELY FASTENED IN PLACE.
1	1	0	236000606	FACING-POINT LOCK NOT SECURELY FASTENED IN PLACE.
21	24	0	236000605	SWITCH CIRCUIT CONTROLLER NOT SECURELY FASTENED IN PLACE.
1	1	1	236000604	HAND-OPERATED TRAILING-POINT SWITCH EQUIPPED WITH FACING-POINT LOCK AND CIRCUIT CONTROLLER CAN BE LOCKED WHEN SWITCH POINT IS OPEN THREE-EIGHTHS INCH
7	8	0	236000603	HAND-OPERATED FACING-POINT SWITCH EQUIPPED WITH FACING-POINT LOCK AND CIRCUIT CONTROLLER CAN BE LOCKED WHEN SWITCH POINT IS OPEN ONE-FOURTH INCH OR MO
3	3	0	236000602	SWITCH CIRCUIT CONTROLLER ON HAND-OPERATED TRAILING-POINT SWITCH NOT ADJUSTED TO SHUNT TRACK CIRCUIT OR OPEN CONTROL CIRCUITS WHEN SWITCH POINT IS OPE
116	120	1	236000601	SWITCH CIRCUIT CONTROLLER ON HAND-OPERATED FACING-POINT SWITCH NOT ADJUSTED TO SHUNT TRACK CIRCUIT OR OPEN CONTROL CIRCUITS WHEN SWITCH POINT IS OPEN
6	7	0	236000501	CONTROL CIRCUIT, THE FUNCTION OF WHICH AFFECTS SAFETY OF TRAIN OPERATION, NOT DESIGNED ON CLOSED CIRCUIT PRINCIPLE.
26	27	16	236000401	INTERFERENCE WITH NORMAL FUNCTIONING OF DEVICE WITHOUT TAKING MEASURES TO PROVIDE SAFETY OF TRAIN OPERATION.
1	1	0	236000305	EXPOSED ELECTRIC LOCK NOT SECURED AGAINST UNAUTHORIZED ENTRY.
3	5	0	236000304	TIME RELEASE NOT SECURED AGAINST UNAUTHORIZED ENTRY.
5	5	0	236000303	POWER INTERLOCKING MACHINE CABINET NOT SECURED AGAINST UNAUTHORIZED ENTRY.
183	244	0	236000302	INSTRUMENT CASE NOT SECURED AGAINST UNAUTHORIZED ENTRY.
64	83	0	236000301	SIGNAL CASE NOT SECURED AGAINST UNAUTHORIZED ENTRY.
47	48	0	236000201	CIRCUIT GROUNDED SUFFICIENTLY TO PERMIT FLOW OF CURRENT EQUAL TO OR IN EXCESS OF 75% OF RELEASE VALUE OF RELAY OR OTHER ELECTROMAGNETIC DEVICE IN CIRC
1	1	0	236000118	PROFILE PLAN NOT AVAILABLE.
1	1	0	236000117	PROFILE PLAN NOT LEGIBLE.
31	33	0	236000116	CIRCUIT PLAN FOR AUTOMATIC SIGNAL NOT LEGIBLE.
35	35	0	236000115	CIRCUIT PLAN FOR CONTROLLED POINT NOT LEGIBLE.
12	12	0	236000113	CIRCUIT PLAN FOR INTERLOCKING NOT LEGIBLE.
1	1	0	236000112	TRACK LAYOUT PLAN FOR INTERLOCKING NOT LEGIBLE.
3	3	0	236000111	PROFILE PLAN NOT CORRECT. (INCLUDES PLAN NOT DRAWN TO SCALE OR NOT SHOWING LOCATION OF ALL SIGNALS, GRADES AND ALINEMENT).
51	59	0	236000110	CIRCUIT PLAN FOR AUTOMATIC SIGNAL NOT CORRECT.
82	97	0	236000109	CIRCUIT PLAN FOR CONTROLLED POINT NOT CORRECT.
43	47	1	236000107	CIRCUIT PLAN FOR INTERLOCKING NOT CORRECT.
8	8	0	236000106	TRACK LAYOUT PLAN FOR INTERLOCKING NOT CORRECT.
20	23	0	236000105	CIRCUIT PLAN NOT KEPT AT AUTOMATIC SIGNAL.
12	12	0	236000104	CIRCUIT PLAN NOT KEPT AT CONTROLLED POINT.
1	1	0	236000103	LOCKING SHEET AND DOG CHART NOT KEPT AT INTERLOCKING WHERE MECHANICAL LOCKING IS USED.
5	10	0	236000102	CIRCUIT PLAN NOT KEPT AT INTERLOCKING.
1	2	0	236000101	TRACK LAYOUT PLAN NOT KEPT AT INTERLOCKING.
2	2	0	235000504	NONCOMPLIANCE WITH AN ORDER APPROVING A APPLICATION

5	5	2	235000501	DISCONTINUANCE WITHOUT FRA APPROVAL
74	297	0	234027305	RECORD OF TEST AND INSPECTION FORM DOES NOT SHOW NAME OF RAILROAD, DOT/AAR INVENTORY NUMBER, PLACE AND DATE, EQUIPMENT TESTED, RESULTS OF TESTS, REPA
67	334	11	234027304	RECORD OF TESTS AND INSPECTIONS NOT FILED WITH A SUPERVISORY OFFICIAL HAVING JURISDICTION.
98	561	0	234027303	RECORD OF TESTS AND INSPECTIONS NOT COMPLETE.
56	237	0	234027302	TESTS AND INSPECTIONS NOT RECORDED ON FORM OR ELECTRONICALLY.
107	954	4	234027301	RECORD OF TESTS AND INSPECTIONS NOT MADE.
52	112	0	234027101	INSULATED RAIL JOINT, BOND WIRE, OR TRACK CONNECTION NOT INSPECTED AT LEAST ONCE EVERY THREE MONTHS.
8	12	2	234026901	CUT-OUT CIRCUIT NOT TESTED AT LEAST ONCE EVERY THREE MONTHS.
6	12	0	234026703	CIRCUIT PERMITTED TO FUNCTION ON A CONDUCTOR HAVING INSULATION RESISTANCE VALUE LESS THAN 200,000 OHMS.
5	8	1	234026702	ACTION NOT TAKEN TO PROMPTLY REPAIR OR RENEW CONDUCTOR WHEN ITS INSULATION RESISTANCE IS BELOW 500,000 OHMS.
20	113	41	234026701	TESTS OF INSULATION RESISTANCE NOT MADE WHEN INSTALLED, WITHIN SPECIFIED PERIOD, OR AT LEAST ONCE EVERY TEN YEARS.
11	12	0	234026503	PREDETERMINED TIME INTERVAL NOT SHOWN ON PLANS OR MARKED ON TIMING RELAY OR TIMING DEVICE.
5	5	0	234026502	TIMING OF TIMING RELAY OR TIMING DEVICE LESS THAN 90 PERCENT OR MORE THAN 110 PERCENT OF PREDETERMINED TIME INTERVAL.
4	9	5	234026501	TIMING RELAY OR TIMING DEVICE NOT TESTED AT LEAST ONCE EVERY 12 MONTHS.
53	414	94	234026301	TESTS OF RELAY IN SERVICE NOT MADE AT LEAST ONCE EVERY FOUR YEARS.
2	2	0	234026101	HIGHWAY TRAFFIC SIGNAL PRE-EMPTION INTERCONNECTIONS, FOR WHICH A RAILROAD HAS MAINTENANCE RESPONSIBILITY, NOT TESTED AT LEAST ONCE EACH MONTH.
5	87	74	234025901	CROSSING WARNING SYSTEM NOT TESTED FOR THE PRESCRIBED WARNING TIME AT LEAST ONCE EVERY 12 MONTHS.
18	19	0	234025704	WARNING BELL OR OTHER STATIONARY AUDIBLE WARNING DEVICE NOT TESTED AT LEAST ONCE EACH MONTH.
102	249	4	234025702	HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM NOT TESTED AT LEAST ONCE EACH MONTH TO DETERMINE THAT IT FUNCTIONS AS INTENDED.
6	6	1	234025701	HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM NOT TESTED TO DETERMINE THAT IT FUNCTIONS AS INTENDED WHEN PLACED IN SERVICE OR WHEN MODIFIED OR DISARRANGE
2	2	0	234025502	GATE ARM MOVEMENT NOT OBSERVED FOR PROPER OPERATION AT LEAST ONCE EACH MONTH.
3	3	0	234025501	GATE ARM AND GATE MECHANISM NOT INSPECTED AT LEAST ONCE EACH MONTH.
19	27	0	234025303	EACH FLASHING LIGHT UNIT NOT INSPECTED FOR PROPER VISIBILITY, AND FOR DIRT AND DAMAGE TO ROUNDELS AND REFLECTORS AT LEAST ONCE EACH MONTH.
2	2	1	234025302	LAMP VOLTAGE NOT TESTED WHEN SYSTEM IS INSTALLED AND AT LEAST ONCE EVERY 12 MONTHS THEREAFTER.
10	38	30	234025301	EACH FLASHING LIGHT UNIT NOT INSPECTED FOR ALIGNMENT AND FREQUENCY OF FLASHES WHEN INSTALLED AND AT LEAST ONCE EVERY 12 MONTHS THEREAFTER.
15	15	0	234025101	STANDBY POWER NOT TESTED AT LEAST ONCE EACH MONTH.
1	1	0	234024901	GROUND TEST NOT MADE ON EACH ENERGY BUS FURNISHING POWER TO CIRCUITS THAT AFFECT THE SAFETY OF WARNING SYSTEM OPERATION WHEN SUCH ENERGY BUS IS PLACED
9	9	0	234024702	ELECTRONIC DEVICE, RELAY OR OTHER ELECTROMAGNETIC DEVICE THAT FAILS TO MEET REQUIREMENTS OF SPECIFIED TESTS RESTORED TO SERVICE WITH OPERATING CHARACT
28	32	0	234024701	ELECTRONIC DEVICE, RELAY OR OTHER ELECTROMAGNETIC DEVICE THAT FAILS TO MEET THE REQUIREMENTS OF SPECIFIED TESTS NOT REMOVED FROM SERVICE.
42	51	0	234024503	SIGN MISSING OR NOT SECURE.
479	692	4	234024502	SIGN NOT IN GOOD CONDITION.

37	54	0	234024501	SIGN NOT CLEARLY VISIBLE TO HIGHWAY USER.
1	1	0	234024306	OPEN WIRE TRANSMISSION LINES OPERATING AT 750 VOLTS OR MORE, LESS THAN FOUR FEET ABOVE NEAREST CROSSARM CARRYING HIGHWAY-RAIL GRADE CROSSING CONTROL C
8	9	0	234024305	CABLE USED AERIALLY NOT SUPPORTED ON INSULATORS OR BY MESSENGER.
6	6	0	234024304	WIRE INTERFERES WITH OR IS INTERFERED WITH BY ANOTHER WIRE.
3	5	0	234024303	WIRE NOT SECURED BECAUSE OF BROKEN, MISSING, OR BURNT CROSSARM.
7	11	0	234024302	WIRE NOT SECURED BECAUSE OF BROKEN, MISSING, OR BURNT POLE.
16	46	6	234024301	WIRE CARRIED ON POLE LINE NOT SECURELY TIED IN ON INSULATOR.
1	1	0	234024103	SPLICE IN UNDERGROUND WIRE DOES NOT HAVE INSULATION RESISTANCE VALUE AT LEAST EQUAL TO THAT OF THE WIRE SPLICED
216	271	0	234024101	INSULATED WIRE NOT PROTECTED FROM MECHANICAL INJURY.
2	2	0	234023905	TAG OR OTHER MARK OF IDENTIFICATION IN INSTRUMENT CASE OR APPARATUS HOUSING NOT MADE OF INSULATING MATERIAL.
2	2	0	234023903	TAG INTERFERES WITH MOVING PARTS OF APPARATUS.
30	49	0	234023902	NOMENCLATURE OF TAG OR WIRE IDENTIFICATION DOES NOT CORRESPOND TO THAT OF THE CIRCUIT PLAN.
355	1,158	0	234023901	WIRE NOT TAGGED OR OTHERWISE MARKED SO THAT IT CAN BE IDENTIFIED AT TERMINAL.
1	1	0	234023704	SWITCH CIRCUIT CONTROLLER CONNECTIONS NOT SECURELY FASTENED.
2	2	0	234023701	SWITCH CIRCUIT CONTROLLER CONTACTS ON HAND-OPERATED SWITCH ADJUSTED TO CUT OUT WARNING SYSTEM WHEN REVERSE SWITCH POINT IS OPEN MORE THAN ONE-HALF INC
358	547	0	234023502	INSULATION IN INSULATED RAIL JOINT IN BAD CONDITION.
92	121	2	234023501	INSULATED RAIL JOINT NOT MAINTAINED IN CONDITION TO PREVENT CURRENT FROM FLOWING BETWEEN RAILS SEPARATED BY THE INSULATION, IN AN AMOUNT SUFFICIENT TO
196	318	0	234023301	NON-INSULATED RAIL JOINT LOCATED WITHIN THE LIMITS OF HIGHWAY-RAIL GRADE CROSSING TRAIN DETECTION CIRCUIT NOT BONDED TO ENSURE ELECTRICAL CONDUCTIVITY
1	3	0	234023103	FOULING WIRES NOT MAINTAINED IN SUCH CONDITION TO DETECT OCCUPANCY WHEN TRAIN DETECTION CIRCUIT IS SHUNTED.
1	1	0	234023102	FOULING WIRES NOT OF SUFFICIENT CONDUCTIVITY TO DETECT OCCUPANCY WHEN TRAIN DETECTION CIRCUIT IS SHUNTED.
72	126	0	234023101	FOULING WIRES DO NOT CONSIST OF AT LEAST TWO DISCRETE CONDUCTORS.
68	76	9	234022901	TRAIN DETECTION CIRCUIT DOES NOT DETECT THE APPLICATION OF A SHUNT OF .06 OHMS RESISTANCE WHEN THE SHUNT IS CONNECTED ACROSS THE TRACK RAILS OF THE CI
8	8	1	234022702	ADEQUATE MEASURES TO SAFEGUARD HIGHWAY USERS AND TRAIN OPERATION NOT TAKEN WHEN IT IS KNOWN THAT A CONDITION OF SAND, RUST,DIRT,GREASE, OR OTHER FOREI
77	109	0	234022701	TRAIN DETECTION APPARATUS DOES NOT DETECT A TRAIN, LOCOMOTIVE, OR CAR OCCUPYING ANY PART OF THE DESIGNED LIMITS OF THE TRAIN DETECTION CIRCUIT.
4	4	0	234022502	CROSSING WARNING TIME NOT IN ACCORDANCE WITH THE DESIGN OF THE WARNING SYSTEM.
18	19	7	234022501	CROSSING WARNING SYSTEM DOES NOT PROVIDE AT LEAST 20 SECOND WARNING TIME.
117	148	0	234022306	GATE ARM NOT MAINTAINED IN A CONDITION TO BE CLEARLY VIEWED BY APPROACHING HIGHWAY USERS.
118	133	0	234022305	GATE ARM NOT IN HORIZONTAL POSITION.
14	14	0	234022304	GATE ARM BROKEN OR MISSING.
89	104	0	234022303	GATE ARM DOES NOT EXTEND ACROSS EACH LANE OF APPROACHING HIGHWAY TRAFFIC.
8	10	0	234022302	GATE ARM NOT IN HORIZONTAL POSITION AT LEAST 5 SECONDS (WHEN REQUIRED) PRIOR TO ARRIVAL OF ANY TRAIN AT THE CROSSING.
29	39	0	234022301	GATE ARM STARTS ITS DOWNWARD MOTION LESS THAN THREE SECONDS AFTER FLASHING LIGHTS BEGIN TO OPERATE.
208	561	2	234022102	LAMP VOLTAGE ON STANDBY POWER LESS THAN 85 PERCENT OF PRESCRIBED LAMP RATING.
90	162	1	234022101	LAMP VOLTAGE ON PRIMARY POWER LESS THAN 85 PERCENT OF PRESCRIBED LAMP RATING.

64	72	0	234021905	LIGHT WIRES NOT SECURELY FASTENED TO GATE ARM.
64	80	0	234021904	GATE ARM LIGHT UNIT NOT MAINTAINED PER DESIGN SPECIFICATIONS.
32	38	0	234021903	LIGHT UNIT NOT SECURELY FASTENED TO GATE ARM.
92	131	0	234021902	GATE ARM LIGHT UNIT DEFECTIVE, NOT VISIBLE, OR MISSING.
140	163	0	234021901	GATE ARM LIGHT BURNED OUT OR MISSING.
51	80	0	234021706	FLASHING LIGHTS DO NOT FLASH ALTERNATELY.
4	4	0	234021705	FLASH RATE MORE THAN 65 TIMES PER MINUTE.
39	67	8	234021704	FLASH RATE LESS THAN 35 TIMES PER MINUTE.
346	1,106	0	234021703	ROUNDELS OR REFLECTORS NOT MAINTAINED IN GOOD CONDITION.
84	161	0	234021702	FLASHING LIGHT UNIT NOT MAINTAINED TO PREVENT DUST OR MOISTURE FROM ENTERING THE UNIT.
967	1,662	0	234021701	FLASHING LIGHT NOT VISIBLE TO APPROACHING HIGHWAY USER.
43	44	1	234021503	STANDBY POWER SOURCE NOT MAINTAINED TO ALLOW SUFFICIENT CAPACITY TO OPERATE HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM DURING AN INTERRUPTION OF THE P
89	89	3	234021502	STANDBY POWER SOURCE NOT OF SUFFICIENT CAPACITY TO OPERATE HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM DURING AN INTERRUPTION OF THE PRIMARY SOURCE OF
4	4	0	234021501	STANDBY POWER SOURCE NOT PROVIDED.
66	67	0	234021301	CIRCUIT GROUNDED SUFFICIENTLY TO PERMIT FLOW OF CURRENT EQUAL TO OR IN EXCESS OF 75 PERCENT OF THE RELEASE VALUE OF RELAY OR OTHER ELECTROMAGNETIC DEV
321	380	2	234021102	OTHER COMPONENT HOUSING NOT SECURED AGAINST UNAUTHORIZED ENTRY.
34	36	0	234021101	WARNING SYSTEM INSTRUMENT CASE NOT SECURED AGAINST UNAUTHORIZED ENTRY.
130	151	72	234020901	INTERFERENCE WITH NORMAL FUNCTIONING OF WARNING SYSTEM WITHOUT TAKING MEASURES TO PROVIDE FOR THE SAFETY OF TRAIN AND HIGHWAY TRAFFIC.
190	232	4	234020704	COMPONENT CAUSING ACTIVE WARNING SYSTEM FAILURE, MALFUNCTION, OR DEFECTIVE CONDITION AFFECTING THE PROPER OPERATION AND/OR ABILITY OF THE SYSTEM TO WA
331	542	36	234020703	COMPONENT CAUSING ACTIVE WARNING SYSTEM FAILURE, MALFUNCTION, OR DEFECTIVE CONDITION AFFECTING THE PROPER OPERATION AND/OR ABILITY OF THE SYSTEM TO WA
72	90	0	234020702	COMPONENT CAUSING ACTIVE WARNING SYSTEM FAILURE, MALFUNCTION, OR DEFECTIVE CONDITION AFFECTING THE PROPER OPERATION AND/OR ABILITY OF THE SYSTEM TO WA
33	45	0	234020701	NO ACTION TAKEN TO DETERMINE THE CAUSE OF ACTIVE WARNING SYSTEM FAILURE, MALFUNCTION, OR DEFECTIVE CONDITION AFFECTING THE PROPER OPERATION AND/OR ABI
208	236	1	234020504	OPERATING CHARACTERISTICS OF OTHER ELECTROMAGNETIC, ELECTRONIC, OR ELECTRICAL DEVICE NOT WITHIN PRESCRIBED LIMITS.
62	71	1	234020503	WORKING VALUES OF ELECTROMAGNETIC, ELECTRONIC, OR ELECTRICAL DEVICE NOT IN ACCORDANCE WITH THE LIMITS WITHIN WHICH THE APPARATUS IS DESIGNED TO OPERAT
1	1	0	234020502	DROP-AWAY VALUE OF ELECTROMAGNETIC DEVICE NOT IN ACCORDANCE WITH THE LIMITS WITHIN WHICH IT IS DESIGNED TO OPERATE.
15	15	1	234020301	CONTROL CIRCUIT THAT AFFECTS THE SAFE OPERATION OF A HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM DOES NOT OPERATE ON THE FAIL-SAFE PRINCIPLE.
943	1,035	3	234020103	PLANS NOT CORRECT.
154	161	0	234020102	PLANS NOT LEGIBLE.
176	190	0	234020101	PLANS NOT AVAILABLE AT CROSSING LOCATION.
2	11	0	234010904	RECORD OF CREDIBLE REPORT OF MALFUNCTIONING HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM NOT KEPT FOR AT LEAST ONE YEAR AFTER THE LAST RECORDED ACTIVITY
24	346	0	234010903	RECORD OF CREDIBLE REPORT OF MALFUNCTIONING HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM INCORRECT.
68	232	0	234010902	RECORD OF CREDIBLE REPORT OF MALFUNCTIONING HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM INCOMPLETE.
19	126	1	234010901	RECORD NOT KEPT OF CREDIBLE REPORT OF MALFUNCTIONING HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM.

1	1	0	234010708	WARNING SYSTEM TAKEN OUT OF SERVICE WITHOUT COMPLYING WITH THE REQUIREMENTS OF SECTION 234.105.
4	6	0	234010707	FLAGGER NOT EQUIPPED WITH REQUIRED FLAGGING EQUIPMENT.
3	3	0	234010706	FLAGGER NOT EQUIPPED WITH REQUIRED VEST, SHIRT, OR JACKET.
2	2	1	234010704	TRAIN PASSED OVER CROSSING AT A SPEED EXCEEDING 15 MPH WITHOUT ALTERNATE MEANS OF WARNING BEING PROVIDED BY THE REQUIRED NUMBER OF APPROPRIATELY EQUIP
4	4	0	234010703	ALTERNATE MEANS OF ACTIVELY WARNING HIGHWAY USERS NOT PROVIDED AT CROSSING WHERE CREDIBLE REPORT INDICATES FALSE ACTIVATION HAS OCCURRED.
6	15	0	234010702	LAW ENFORCEMENT AGENCY HAVING JURISDICTION OR RAILROAD POLICE NOT PROMPTLY NOTIFIED OF FALSE ACTIVATION.
1	1	0	234010701	TRAIN CREW OR OTHER RAILROADS OPERATING OVER CROSSING NOT NOTIFIED OF FALSE ACTIVATION PRIOR TO ARRIVAL OF TRAIN AT CROSSING.
1	4	0	234010607	FLAGGER NOT EQUIPPED WITH REQUIRED FLAGGING EQUIPMENT.
3	14	1	234010604	TRAIN PASSED OVER CROSSING AT A SPEED EXCEEDING 15 MPH WITHOUT ALTERNATE MEANS OF WARNING BEING PROVIDED BY THE REQUIRED NUMBER OF APPROPRIATELY EQUIP
2	2	0	234010509	AFTER TRAIN STOPPED CREWMEMBER FAILED TO GET OFF TRAIN AND FLAG HIGHWAY TRAFFIC TO A STOP WHEN THE REQUIRED ALTERNATE MEANS OF WARNING WAS NOT PROVIDE
3	3	1	234010508	TRAIN FAILED TO STOP AT CROSSING WHEN THE REQUIRED ALTERNATE MEANS OF WARNING WAS NOT PROVIDED.
1	2	0	234010506	FLAGGER NOT EQUIPPED WITH REQUIRED VEST, SHIRT, OR JACKET.
1	1	1	234010505	TRAIN PASSED OVER CROSSING AT A SPEED OF MORE THAN 15 MPH WITH ALTERNATE MEANS OF WARNING NOT BEING PROVIDED BY AT LEAST ONE APPROPRIATELY EQUIPPED FL
1	1	0	234010504	TRAIN PASSED OVER CROSSING AT NORMAL SPEED WITHOUT ALTERNATE MEANS OF WARNING BEING PROVIDED BY THE REQUIRED NUMBER OF APPROPRIATELY EQUIPPED FLAGGERS
1	1	0	234010503	ALTERNATE MEANS OF ACTIVELY WARNING HIGHWAY USERS NOT PROVIDED AT CROSSING WHERE CREDIBLE REPORT INDICATES ACTIVATION FAILURE HAS OCCURRED.
3	4	0	234010502	LAW ENFORCEMENT AGENCY HAVING JURISDICTION OR RAILROAD POLICE NOT PROMPTLY NOTIFIED OF ACTIVATION FAILURE.
7	8	4	234010501	TRAIN CREW OR OTHER RAILROADS OPERATING OVER CROSSING NOT NOTIFIED OF ACTIVATION FAILURE PRIOR TO ARRIVAL OF TRAIN AT CROSSING.
21	21	18	234010301	CREDIBLE REPORT OF HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM MALFUNCTION NOT PROMPTLY INVESTIGATED.
3	3	0	234010101	RULES NOT ISSUED REQUIRING RAILROAD EMPLOYEES TO REPORT ANY MALFUNCTION OF HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM TO DESIGNATED PERSONS BY QUICKES
1	1	0	234001101	REPORT OF CURRENT HIGHWAY-RAIL GRADE CROSSING MAINTENANCE, INSPECTION, AND TESTING RULES AND PROCEDURES NOT FILED WITH FRA.
3	3	0	234000902	REPORT OF ACTIVATION FAILURE INCORRECT OR INCOMPLETE.
16	16	10	234000901	REPORT OF ACTIVATION FAILURE NOT SUBMITTED ON PRESCRIBED FORM WITHIN 15 DAYS.
3	3	3	233000701	REPORT OF FAILURE OF APPLIANCE, DEVICE, METHOD, OR SYSTEM TO INDICATE OR FUNCTION AS INTENDED NOT MADE ON PRESCRIBED FORM WITHIN FIFTEEN (15) DAYS.
330	331	4	2320409D2	EOT CALIBRATION TAG(S) OR STICKER MISSING, ILLEGIBLE OR INCOMPLETE
286	289	35	2320409D1	EOT CALIBRATION OVERDUE
5	5	0	2320409C2	FAILURE TO MAINTAIN RECORD OF NOTIFICATION OF EOT TEST IN THE CAB OF CONTROLLING LOCOMOTIVE WHEN REQUIRED
6	6	0	2320409C1	FAILURE TO PROVIDE NOTIFICATION TO CREW THAT EOT WAS PREVIOUSLY TESTED AT INITIAL TERMINAL OR OTHER POINT OF INSTALLATION
5	5	0	2320409B2	FAILURE TO TEST EOT TO DETERMINE THAT THE DEVICE IS CAPABLE OF INITIATING AN EMERGENCY BRAKE APPLICATION FROM THE REAR OF THE TRAIN AT POINT OF INSTAL
6	6	0	2320409B1	FAILURE TO COMPARE EOT QUANTITATIVE VALUES
1	1	0	2320409A1	NO EXCEPTION TAKEN TO EOT DEVICE

1	1	0	2320409 D1	2320409 D1
1	1	0	2320407G1	FAILURE TO TAKE APPROPRIATE REMEDIAL ACTION FOLLOWING EN ROUTE LOSS OF EOT COMMUNICATION ON TRAIN IN FREIGHT SERVICE
5	5	0	2320407E1	REAR EOT UNIT BATTERIES INSUFFICIENTLY CHARGED
7	7	0	2320407C1	FAILURE OF EOT TO BE ARMED AND OPERABLE
1	1	0	2320407B1	IMPROPER PURCHASE OF EOT AFTER JANUARY 2, 1998
3	3	3	2320407A1	FAILURE TO EQUIP TRAIN WITH 2-WAY EOT WHEN REQUIRED
9	9	0	2320405A1	FAILURE TO MEET DESIGN STANDARDS FOR 2-WAY EOT, (PROVIDE DETAILS)
1	1	0	2320403A1	FAILURE TO MEET DESIGN STANDARDS FOR 1-WAY EOT, (PROVIDE DETAILS)
13	37	0	2320309C1	FAILURE TO PROPERLY TAG OR LABEL SINGLE CAR TEST DEVICE FOR CALIBRATION DUE DATE
14	31	0	2320309B1	FAILURE TO CALIBRATE SINGLE CAR TEST AND/OR ASSOCIATED DEVICES WHEN REQUIRED
2	3	0	2320309A2	FAILURE TO PERFORM DAILY TEST OF SINGLE CAR TEST DEVICE
14	16	0	2320305A3	FAILURE TO FOLLOW SINGLE CAR TEST PROCEDURE WHEN CONDUCTING THE TEST
212	262	50	2320305A2	FAILURE TO PERFORM SINGLE CAR TEST WHEN REQUIRED (PROVIDE DETAILS)
1	1	0	2320303F2	FAILURE TO PROVIDE TEST INFORMATION TO RAILROAD EMPLOYEES OR FRA WHEN REQUIRED
4	4	2	2320303D2	FAILURE TO PROPERLY MOVE EQUIPMENT REQUIRING SINGLE CAR AIR BRAKE TEST
15	16	0	2320303C2	ANGLE COCKS NOT PROPERLY LOCATED WITH SUITABLE CLEARANCE AND NOT PROPERLY POSITIONED TO ALLOW MAXIMUM AIR FLOW
9	10	3	2320303C1	FAILURE TO DETERMINE BRAKE SYSTEM COMPONENTS ARE SECURE AND FUNCTION AS INTENDED PRIOR TO LEAVING SHOP OR REPAIR TRACK
4	4	4	2320303B1	FAILURE TO PROPERLY ADJUST PISTON TRAVEL ON CAR RELEASED FROM SHOP OR REPAIR TRACK
1	1	0	2320219B1	FAILURE TO VISUALLY INSPECT BRAKE SYSTEM ON EACH HELPER LOCOMOTIVE PLACED IN A TRAIN
1	1	0	2320219A1	FAILURE TO PERFORM INSPECTION OR INABILITY TO CONTROL BRAKES DURING DOUBLE HEADING OR HELPER SERVICE
4	4	0	2320217E1	FAILURE TO USE ACCURATE YARD TEST DEVICE
24	32	2	2320217D1	FAILURE TO CALIBRATE YARD TEST DEVICE AS REQUIRED
3	3	0	2320217C1	YARD TEST DEVICE AIR PRESSURE INSUFFICIENT
5	12	0	2320217A2	YARD AIR TEST DEVICE DOES NOT MEET REQUIRED DESIGN/PERFORMANCE SPECIFICATIONS
7	7	1	2320217A1	IMPROPER TRAIN BRAKE TEST USING YARD TEST DEVICE (PROVIDE DETAILS)
1	1	0	2320215B1	FAILURE TO PERFORM TRANSFER TRAIN BRAKE TEST ON CARS ADDED EN ROUTE
27	28	5	2320215A3	PARTIAL FAILURE TO PERFORM TRANSFER TRAIN BRAKE TEST (PROVIDE DETAILS)
8	8	2	2320215A2	COMPLETE FAILURE TO PERFORM TRANSFER TRAIN BRAKE TEST
41	41	38	2320213A8	FAILURE TO PERFORM REQUIRED INSPECTIONS/TESTS OF EXTENDED HAUL TRAIN AT DESIGNATED LOCATION FOR CONTINUED OPERATION BEYOND 1500 MILES
63	185	14	2320213A7	FAILURE TO MAINTAIN RECORD(S) OF DEFECTIVE CARS FOUND ANYTIME DURING THE MOVEMENT OF EXTENDED HAUL TRAINS AND/OR NOT MADE AVAILABLE TO FRA UPON REQUES
18	20	14	2320213A6	FAILURE TO USE A QUALIFIED MECHANICAL INSPECTOR TO PERFORM THE REQUIRED INBOUND INSPECTION OF CARS SET-OUT EN ROUTE, OR AT DESTINATION OF EXTENDED HAU
3	17	17	2320213A5	FAILURE TO USE A QUALIFIED MECHANICAL INSPECTOR FOR THE REQUIRED INSPECTION AND TEST ON CARS ADDED TO AN EXTENDED HAUL TRAIN
2	3	3	2320213A4	EXTENDED HAUL TRAIN OPERATING WITH MORE THAN ONE PICK-UP OR SET-OUT (PROVIDE DETAILS)
1	1	1	2320213A3	FAILURE TO REPAIR OR SET-OUT DEFECTIVE CAR(S) UNDER 49 CFR PART 215 AT CLASS I BRAKE TEST LOCATION ON EXTENDED HAUL TRAIN
10	10	9	2320213A1	FAILURE TO PROVIDE FRA WITH WRITTEN NOTIFICATION AND REQUIRED INFORMATION CONCERNING EXTENDED HAUL TRAINS
				PARTIAL FAILURE TO PERFORM CLASS III - TRAINLINE CONTINUITY INSPECTION (PROVIDE

8	8	0	2320211B1	DETAILS)
4	4	0	2320211A2	COMPLETE FAILURE TO PERFORM CLASS III - TRAINLINE CONTINUITY INSPECTION
1	1	1	2320209B3I	2320209B3I
4	4	0	2320209B1	BRAKE PIPE LEAKAGE EXCEEDS 5 PSI PER MINUTE OR AIR FLOW EXCEEDS 60 CUBIC FEET PER MINUTE
2	2	0	2320209A3	PARTIAL FAILURE TO PERFORM CLASS II - INTERMEDIATE INSPECTION
2	2	1	2320209A2	COMPLETE FAILURE TO PERFORM CLASS II - INTERMEDIATE INSPECTION
2	2	1	2320207C3	FAILURE TO PROVIDE FRA WITH AT LEAST 30 CALENDAR DAYS OF ADVANCE NOTIFICATION OF CHANGES MADE TO CLASS IA BRAKE TEST - 1000 MILE INSPECTION DESIGNATED
1	1	1	2320207C2	FAILURE TO PROVIDE FRA WITH DESIGNATED LOCATIONS UPON REQUEST FOR CLASS IA BRAKE TEST - 1000 MILE INSPECTION
6	6	3	2320207C1	FAILURE TO PROPERLY DESIGNATE LOCATION FOR CLASS IA BRAKE TEST - 1000 MILE INSPECTION
126	148	0	2320207B6	AIR BRAKE EQUIPMENT MISSING AND/OR INSECURE
10	11	0	2320207B5	BRAKE RIGGING BROKEN, FOULING, FOLLOWING THE APPLICATION OF THE AIR BRAKES
38	38	0	2320207B4I	2320207B4I
7	7	0	2320207B3II	FAILURE OF AIR BRAKES TO RESPOND TO A REQUIRED APPLICATION
1	1	0	2320207B2	FAILURE TO PROPERLY POSITION, EXAMINE, AND OBSERVE THE FUNCTIONING OF ALL MOVING PARTS
38	38	3	2320207B1	BRAKE PIPE LEAKAGE EXCEEDS 5 PSI PER MINUTE OR AIR FLOW EXCEEDS 60 CUBIC FEET PER MINUTE
1	1	0	2320207A3	PARTIAL FAILURE TO PERFORM CLASS 1A BRAKE TEST - 1000 MILE INSPECTION
4	4	4	2320207A2	COMPLETE FAILURE TO PERFORM CLASS IA BRAKE TEST - 1000 MILE INSPECTION
7	7	0	2320205F1	FAILURE TO PERFORM INSPECTION ON CARS ADDED TO TRAIN CLASS I BRAKE TEST-INITIAL TERMINAL INSPECTION
33	174	3	2320205E2	FAILURE TO MAINTAIN WRITTEN/ELECTRONIC RECORD OF CLASS I BRAKE TEST IN CAB OF CONTROLLING LOCOMOTIVE UNTIL TRAIN REACHES FINAL DESTINATION (EXPLAIN)
222	441	14	2320205E1	FAILURE TO PROVIDE ENGINEER NOTIFICATION THAT CLASS I BRAKE TEST WAS SATISFACTORILY PERFORMED
4	4	1	2320205D1	FAILURE TO USE CARMEN WHEN REQUIRED FOR CLASS I BRAKE TEST - INITIAL TERMINAL INSPECTION - REDESIGNATED PARAGRAPH, SEE PETITION FOR RECON AUGUST 2, 20
417	504	5	2320205C7	ALL BRAKE EQUIPMENT NOT PROPERLY SECURED
109	126	0	2320205C6	BRAKE SHOE RIGGING BINDING OR FOULING
69	69	3	2320205C5	PISTON TRAVEL EXCESSIVE, INSUFFICIENT, OR ON TRUCK-MOUNTED BRAKES, FAIL TO PROVIDE PROPER BRAKE SHOE CLEARANCE WHEN RELEASED
1	1	0	2320205C4	FAILURE TO PROPERLY RETEST THE AIR BRAKES ON A CAR FOLLOWING A FAILURE TO APPLY
117	127	7	2320205C2	FAILURE TO PROPERLY POSITION, EXAMINE, AND OBSERVE THE FUNCTIONING OF ALL MOVING PARTS
960	1,096	23	2320205C1	BRAKE PIPE LEAKAGE EXCEEDS 5 PSI PER MINUTE OR AIR FLOW EXCEEDS 60 CUBIC FEET PER MINUTE
5	5	0	2320205B2	CAR OR A SOLID BLOCK OF CARS MORE THAN OFF AIR MORE THAN FOUR HOURS AND DEPARTED WITHOUT A PRPOER TRAIN AIR BRAKE TEST
10	10	0	2320205B1	FAILURE TO CONDUCT A CLASS I BRAKE TEST FOLLOWING THE ADDITION OF A CAR OR A SOLID BLOCK OF CARS (EXPLAIN)
80	92	10	2320205A3	PARTIAL FAILURE TO PERFORM CLASS I BRAKE TEST - INITIAL TERMINAL INSPECTION (EXPLAIN)
22	22	7	2320205A2	COMPLETE FAILURE TO PERFORM CLASS I BRAKE TEST-INITIAL TERMINAL INSPECTION
4	5	0	2320203F1	FAILURE OF RAILROAD OR CONTRACTOR TO ADOPT AND COMPLY WITH A PLAN TO PERIODICALLY ASSESS THE EFFECTIVENESS OF ITS TRAINING PROGRAM
10	21	1	2320203E1	FAILURE OF RAILROAD OR CONTRACTOR TO MAINTAIN RECORDS FOR EMPLOYEES ASSIGNED

				TO PERFORM BRAKE SYSTEM INSPECTIONS, TESTS OR MAINTENANCE
1	2	0	2320203D1	FAILURE OF RAILROAD OR CONTRACTOR TO ADDRESS AND COMPLY WITH TRAINING REQUIREMENTS, FOR EMPLOYEES RESPONSIBLE FOR USING OR SETTING RETAINERS
3	3	0	2320203C1	FAILURE OF RAILROAD OR CONTRACTOR TO ADDRESS AND COMPLY WITH TRAINING REQUIREMENTS, FOR EMPLOYEES RESPONSIBLE FOR TESTING, OPERATION, AND MAINTENANCE
20	54	1	2320203B1	FAILURE OF RAILROAD OR CONTRACTOR TO ADDRESS AND COMPLY WITH SPECIFIC REQUIRED ITEM OR PROVISION OF TRAINING PROGRAM
10	47	5	2320203A1	FAILURE OF RAILROAD OR CONTRACTOR TO ADOPT AND COMPLY WITH A TRAINING, QUALIFICATION AND DESIGNATION PROGRAM FOR ITS EMPLOYEES ASSIGNED TO PERFORM BRA
6	6	0	2320170C3	SINGLE CAR TEST DEVICE OUT OF DATE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
3	3	0	2320170C2	OBSERVE IMPROPER DAILY TEST OF SINGLE CAR TEST DEVICE AND HANDLED FOR CORRECTION (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
2	2	0	2320170B4	SINGLE CAR TEST OR REPAIR TRACK TEST IMPROPER DUE TO DEVICE OUT OF DATE OR OTHERWISE DEFECTIVE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS
4	4	0	2320170B3	CAR RELEASED FROM SHOP OR REPAIR TRACK WITHOUT REPAIR TRACK TEST WHEN REQUIRED (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1	1	0	2320170B2	IMPROPER REPAIR TRACK TEST OBSERVED AND HANDLED FOR CORRECTION (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
7	7	1	2320170A6	PASSENGER/FREIGHT CAR RELEASED FROM SHOP OR REPAIR TRACK WITHOUT SINGLE CAR TEST WHEN REQUIRED (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS
10	10	0	2320170A2	PASSENGER CAR AIR BRAKE PAST DUE FOR COT&S (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
7	7	0	2320157B3	CUT OUT COCK HANDLE BENT TO EXTENT IT IS INOPERATIVE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
139	183	1	2320157B2	CUT OUT COCK HANDLE BROKEN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
14	14	0	2320157B1	CUT OUT COCK HANDLE MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
34	34	0	2320157A3	CUT OUT COCK INSECURE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
31	39	0	2320157A2	CUT OUT COCK BROKEN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1	1	0	2320157A1	CUT OUT COCK MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
874	967	0	2320153B2	ANGLE COCK HANDLE BROKEN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
237	251	15	2320153B1	ANGLE COCK HANDLE MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1,230	1,252	1	2320153A3	ANGLE COCK NOT SECURED AS INTENDED BY DESIGN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
794	811	1	2320153A2	ANGLE COCK BROKEN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
5	5	0	2320153A1	ANGLE COCK MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
15	16	0	2320149A4	AIR HOSE LEAKING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
30	33	0	2320149A3	AIR HOSE WITH LOOSE OR DEFECTIVE FITTING AT EITHER END OF HOSE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
282	330	0	2320149A2	AIR HOSE BROKEN, BLOWN OUT, WORN OR TORN THROUGH ONE LAYER OF FABRIC (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
22	22	0	2320149A1	AIR HOSE MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1,156	1,321	0	2320144F3	BRAKE RIGGING OTHER (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
3,239	3,882	3	2320144F2	PARTS OF BRAKE EQUIPMENT IMPROPERLY SECURED (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
				BRAKE RIGGING DOWN OR DRAGGING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION

17	17	1	2320144F1	RAILROADS)
148	173	1	2320144E4	BRAKE BEAM HEAD BURNED/WORN TO EXTENT SHOE CANNOT BE SATISFACTORILY HELD IN PLACE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
56	63	2	2320144E3	BRAKE BEAM OUT OF PLACE OR NOT PROPERLY RETAINED IN OPERATING POSITION (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
39	40	0	2320144E2	BRAKE BEAM BROKEN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS) (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
6	8	2	2320144E1	BRAKE BEAM MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
6,256	8,788	0	2320144D4	BRAKE SHOE WORN TO EXTENT BACKING PLATE WILL COME IN CONTACT WITH THE WHEEL (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
228	262	0	2320144D3	BRAKE SHOE NOT PROPERLY SECURED TO THE BRAKE HEAD (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
3,294	3,562	0	2320144D2	BRAKE SHOE BROKEN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
343	373	0	2320144D1	BRAKE SHOE MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
433	446	0	2320144C4	BRAKE ROD WORN TO LESS THAN ONE HALF ITS ORIGINAL STRENGTH (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
48	49	1	2320144C3	BRAKE ROD OUT OF PLACE/BENT TO EXTENT IT FOULS/WILL NOT MOVE FREELY AS INTENDED (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
32	33	1	2320144C2	BRAKE ROD BROKEN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
6	6	0	2320144C1	BRAKE ROD MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
303	336	3	2320144B3	BRAKE LEVER IMPROPER/OUT OF PLACE/BENT TO EXTENT IT FOULS OR WILL NOT MOVE FREELY (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
5	5	0	2320144B2	BRAKE LEVER BROKEN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
2	2	1	2320144B1	BRAKE LEVER MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
580	650	0	2320144A3	BRAKE PIN RETAINER MISS/BROKEN TO EXTENT IT DOES NOT SERVE ITS PURPOSE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
18	19	0	2320144A2	BRAKE CONNECTING PIN BROKEN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
106	107	7	2320144A1	BRAKE CONNECTING PIN MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
6	6	0	2320142A3	RELEASE VALVE LOOSE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
220	223	0	2320142A2	RELEASE VALVE OR ROD BROKEN OR NON-FUNCTIONAL (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
62	64	0	2320142A1	RELEASE VALVE OR ROD MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
5	5	0	2320142 A2	2320142 A2
719	719	1	2320140A3	RETAINING VALVE OR PIPE INSECURE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
384	389	2	2320140A2	RETAINING VALVE OR PIPE BROKEN OR NON-FUNCTIONAL (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
10	10	0	2320140A1	RETAINING VALVE OR PIPE MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
51	53	1	2320120F2	AUTOMATIC SLACK ADJUSTER AND/OR BRAKE EQUIPMENT (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
44	44	0	2320120F1	REQUIRED VENT VALVE PLUGGED (OUTBOUND FROM TRAIN BRAKE TEST) (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
262	287	3	2320120E3	IMPROPER PISTON TRAVEL ON OTHER BRAKES (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
83	83	0	2320120E2	EXCESSIVE PISTON TRAVEL ON BODY MOUNTED 12 INCH BRAKE CYLINDER (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
233	236	5	2320120E1	EXCESSIVE PISTON TRAVEL ON BODY MOUNTED 10 INCH BRAKE CYLINDER (FOR USE WITH

				TOURIST, HISTORIC, OR EXCURSION RAILROADS)
78	82	0	2320120D6	OTHER TYPE CUT OUT/DID NOT APPLY (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
173	173	57	2320120D5	ABD/ABDW TYPE AIR BRAKE CUT OUT (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
2	2	0	2320120D4	AB TYPE AIR BRAKE CUT OUT (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
385	396	1	2320120D3	ABD/ABDW TYPE AIR BRAKE DID NOT APPLY IN RESPONSE TO A REQUIRED APPLICATION (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
18	18	0	2320120D2	AB TYPE AIR BRAKE DID NOT APPLY IN RESPONSE TO A REQUIRED APPLICATION (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1	1	0	2320120D1	BRAKE TEST OBSERVED TRAIN OPERATED WITH LEAKAGE IN EXCESS OF FIVE POUNDS PER MINUTE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
60	61	0	2320120C7	AIR TEST IMPROPER (STATE FACTS) (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1	1	0	2320120C6	FAILURE TO MAKE LEAKAGE TEST WHERE REQUIRED (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1	1	0	2320120C5	FAIL TO DETERMINE BRAKES ON REAR CAR PROPERLY APPLY AND RELEASE AS REQUIRED (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
3	3	0	2320120C4	FAILURE TO MAKE PROPER INTERMEDIATE TEST AS REQUIRED (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
8	8	2	2320120C3	FAILURE TO MAKE PROPER TRANSFER TEST AS REQUIRED (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1	1	0	2320120C2	FAILURE TO MAKE AIR BRAKE INSPECTION OF EACH CAR AS REQUIRED FOR 1000 MILE TEST (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
8	8	1	2320120C1	FAILURE TO MAKE INSPECTION OF TRAIN AS REQUIRED BY 232. 12 C-J OF EACH CAR AS REQUIRED FOR INITIAL TERMINAL TEST (FOR USE WITH TOURIST, HISTORIC, OR E
7	10	0	2320120B7	FAILURE TO SET A SUFFICIENT NUMBER OF HANDBRAKES ON LOCOMOTIVES OR CARS WHEN REQUIRED (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
6	6	4	2320120B6	FAILURE TO MAKE INTERMEDIATE TRAIN AIR BRAKE TEST (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
13	14	2	2320120B5	FAILURE TO MAKE TRANSFER TRAIN AIR BRAKE TEST (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
3	3	3	2320120B3	FAILURE TO MAKE 1000-MILE FREIGHT TRAIN AIR BRAKE TEST (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
7	11	0	2320120B1	FAILURE TO MAKE INITIAL TERMINAL FREIGHT TRAIN AIR BRAKE TEST (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1	1	0	2320111B2	NOTIFICATION AND LOCATION NOT GIVEN TO TRAIN CREW WHEN CLASS I OR CLASS 1A BRAKE TEST IS REQUIRED BEFORE CREW CHANGE INCLUDING BRAKE RELATED PROBLEMS
5	7	5	2320111B1	FAILURE OF RAILROAD TO PROVIDE TRAIN CREW WITH TRAIN WEIGHT, LENGTH, WEIGHT DISTRIBUTION, NUMBER AND LOCATION OF CARS WITH CUT-OUT OR INOPERATIVE BRAK
5	5	0	2320111A3	FAILURE TO MAINTAIN RECORD OF TRAIN BRAKE SYSTEM AND TRAIN FACTORS AFFECTING BRAKE SYSTEM PERFORMANCE AND TESTING IN CAB OF THE LOCOMOTIVE
9	23	1	2320111A2	FAILURE OF RAILROAD TO PROVIDE TRAIN CREW WITH CONDITION OF TRAIN BRAKE SYSTEM AND TRAIN FACTORS AFFECTING BRAKE SYSTEM PERFORMANCE AND TESTING
3	3	0	2320111A1	FAILURE OF RAILROAD TO ADOPT OR COMPLY WITH TRAIN HANDLING INFORMATION REQUIREMENTS
2	2	0	2320110C1	FAILURE OF ENGINEMEN WHEN TAKING CHARGE OF LOCOMOTIVES TO KNOW THAT BRAKES ARE IN OPERATIVE CONDITION (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RA
10	10	0	2320110B2	LOCOMOTIVE HANDBRAKES, PARTS AND CONNECTIONS NOT INSPECTED OR SUITABLY STENCILED (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
4	4	0	2320109J1	FAILURE OF RAILROAD TO ADOPT OR COMPLY WITH DYNAMIC BRAKE OPERATING RULES
3	3	1	2320109F1	IMPROPER USE OF LOCOMOTIVE IN THE CONTROLLING OR LEAD POSITION

20	20	4	2320109C1	FAILURE TO PROPERLY TAG LOCOMOTIVE WITH DEFECTIVE DYNAMIC BRAKE
3	3	1	2320109B1	FAILURE TO REPAIR DEFECTIVE DYNAMIC BRAKES WITHIN 30 CALENDAR DAYS OR AT THE NEXT PERIODIC INSPECTION
18	18	3	2320109A2	FAILURE TO MAINTAIN WRITTEN OR ELECTRONIC INFORMATION REGARDING THE OPERATIONAL STATUS OF DYNAMIC BRAKE ON ALL LOCOMOTIVES IN CONSIST IN THE CAB OF TH
13	16	0	2320109A1	FAILURE TO PROVIDE LOCOMOTIVE ENGINEER WITH INFORMATION REGARDING THE OPERATIONAL STATUS OF DYNAMIC BRAKE ON ALL LOCOMOTIVES IN CONSIST AT INITIAL TER
1	1	0	2320107E1	FAILURE OF RAILROAD TO ADOPT OR COMPLY WITH COLD WEATHER OPERATING PROCEDURES
8	8	0	2320107D1	YARD AIR RESERVOIR(S) NOT DRAINED DAILY OR AS OFTEN AS CONDITIONS REQUIRE
2	3	0	2320107B1	FAILURE TO BLOW CONDENSATION FROM PIPE OR HOSE PRIOR TO CONNECTING THE YARD AIR LINE OR LOCOMOTIVE TO THE TRAIN
7	7	0	2320107A4	FAILURE OF RAILROAD TO MAINTAIN INSPECTION RECORDS FOR ONE YEAR RELATING TO YARD AIR SOURCE INSPECTIONS
3	3	0	2320107A3	YARD AIR SOURCE NOT OPERATING AS INTENDED OR FAILURE OF RAILROAD TO TAKE REMEDIAL ACTION WHEN OTHERWISE FOUND DEFECTIVE
4	4	0	2320107A2	FAILURE OF RAILROAD TO INSPECT YARD AIR SOURCE AT REQUIRED INTERVALS
23	27	0	2320107A1	FAILURE OF RAILROAD TO ADOPT AND COMPLY WITH MONITORING PROGRAM FOR YARD AIR SOURCES OTHER THAN LOCOMOTIVES
3	3	0	2320105G2	BRAKE PIPE LEAKAGE EXCEEDS 5 PSI PER MINUTE OR AIR FLOW EXCEEDS 60 CUBIC FEET PER MINUTE
9	9	2	2320105G1	LOCOMOTIVE ENGINEER FAILS TO DETERMINE THAT BRAKE SYSTEM IS IN OPERATIVE CONDITION WHEN TAKING CHARGE OF LOCOMOTIVE CONSIST
5	5	0	2320105D1	LOCOMOTIVE EQUALIZING RESERVOIR LEAKAGE
142	146	1	2320105C2	FAILURE TO PROPERLY STENCIL, TAG OR RECORD LOCOMOTIVE HAND/PARKING BRAKE INSPECTION INFORMATION
83	87	3	2320105C1	LOCOMOTIVE HAND OR PARKING BRAKE COMPONENTS NOT INSPECTED OR REPAIRED AS REQUIRED
11	11	1	2320105B2	LOCOMOTIVE HAND OR PARKING BRAKE CANNOT BE APPLIED OR RELEASED BY HAND OR IS INCAPABLE OF HOLDING THE LOCOMOTIVE ON 3 PERCENT GRADE
438	489	7	2320105A1	FAILURE TO MAINTAIN LOCOMOTIVE AIR BRAKES IN SAFE AND SUITABLE CONDITION (PROVIDE DETAILS)
4	4	0	2320103O3	IMPROPER ADJUSTMENT OF AIR REGULATING DEVICES
3	3	0	2320103O1	BRAKE PIPE PRESSURE IMPROPER FOR LOCOMOTIVES USED IN ROAD OR SWITCHING SERVICE
4	4	0	2320103N9	PRE-MATURE RELEASE OF HAND BRAKES ON UNATTENDED EQUIPMENT WITHOUT FIRST ESTABLISHING PROPER CHARGING OF BRAKE SYSTEM
202	228	8	2320103N8	FAILURE OF RAILROAD TO DEVELOP, IMPLEMENT AND VERIFY PROCESS CONCERNING USE OF HAND BRAKES AND OR STATUS OF LOCOMOTIVE CONTROLS ON UNATTENDED LOCOMOTI
141	168	15	2320103N7	FAILURE TO APPLY HAND BRAKE ON LEAD LOCOMOTIVE OF UNATTENDED LOCOMOTIVE CONSIST (LITE ENGINES), WITHIN YARD LIMITS
16	16	3	2320103N6	FAILURE TO APPLY HAND BRAKES ON ALL LOCOMOTIVES OF AN UNATTENDED LOCOMOTIVES CONSIST (LITE ENGINES), OUTSIDE OF YARD LIMITS
160	178	44	2320103N5	PREMATURE RELEASE OF HAND BRAKES ON UNATTENDED EQUIPMENT WITHOUT FIRST ESTABLISHING PROPER CHARGING OF BRAKE SYSTEM
57	60	4	2320103N4	FAILURE TO ADOPT OR COMPLY WITH PROCEDURES FOR SECURING UNATTENDED LOCOMOTIVES
36	40	7	2320103N3	FAILURE OF RAILROAD TO DEVELOP, IMPLEMENT AND VERIFY PROCESS CONCERNING USE OF HAND BRAKES ON UNATTENDED EQUIPMENT WHEN AIR BRAKES ARE RELEASED
266	305	76	2320103N2	FAILURE TO REDUCE BRAKE PIPE TO ZERO AND TO VENT BRAKE PIPE TO ATMOSPHERE WITH ANGLE COCK IN OPEN POSITION ON FIRST UNIT OF EQUIPMENT LEFT UNATTENDED
547	678	138	2320103N1	TOTAL FAILURE TO APPLY HAND BRAKES ON UNATTENDED EQUIPMENT
1	1	0	232010313	TRAIN BRAKE EMERGENCY APPLICATION FEATURE INOPERATIVE OR UNAVAILABLE

12	12	0	2320103G3	FREIGHT CAR BADGE PLATE, DECAL OR STENCIL NOT PROPERLY LOCATED
60	78	1	2320103G2	FREIGHT CAR BADGE PLATE, DECAL OR STENCIL ILLEGIBLE OR INCOMPLETE INFORMATION
1,796	1,881	2	2320103G1	FREIGHT CAR BADGE PLATE, DECAL OR STENCIL MISSING
764	832	19	2320103F3	FREIGHT CAR PISTON TRAVEL IMPROPER
997	1,146	42	2320103F2	FREIGHT CAR AIR BRAKES INOPERATIVE OR INEFFECTIVE
333	338	191	2320103F1	FREIGHT CAR AIR BRAKES CUT-OUT
5	5	3	2320103E1	MOVEMENT OF TRAIN WITH LESS THAN 85 PERCENT OF OPERATIVE AIR BRAKES
21	21	8	2320103D1	FAILURE OF TRAIN TO HAVE 100 PERCENT OPERATIVE AIR BRAKES AT CLASS I INSPECTION
35	35	1	2320103C1	BRAKE SYSTEM DOES NOT RESPOND TO SIGNALS FROM THE TRAIN LINE
1	1	0	2320103B1	INTEGRITY OF TRAIN LINE - FAILURE TO STOP TRAIN OR FAILURE TO MONITOR BRAKE CONTROL SYSTEM
503	651	16	2320103A1	PRIMARY BRAKE SYSTEM WILL NOT STOP TRAIN AS REQUIRED
1	1	0	2320103 G1	2320103 G1
3	3	2	2320019A1	FAILURE TO MAKE RECORDS AVAILABLE UPON REQUEST
6	6	2	2320015E1	DEFECTIVE EQUIPMENT IMPROPERLY PLACED IN TRAIN (PROVIDE DETAILS)
19	19	9	2320015B4	FAILURE TO RETAIN RECORD OF TAG
6	6	5	2320015B3	IMPROPER REMOVAL OF TAG
37	37	6	2320015B2	TAG OR RECORD NOT PROPERLY COMPLETED OR HAS MISSING INFORMATION
111	124	62	2320015B1	COMPLETE FAILURE TO TAG DEFECTIVE EQUIPMENT
3	7	1	2320015A2	FAILURE TO PRESCRIBE REQUIREMENTS FOR MOVEMENT OF NON-COMPLYING EQUIPMENT (PROVIDE DETAILS)
106	109	71	2320015A1	FAILURE TO MEET CONDITIONS FOR MOVEMENT OF DEFECTIVE EQUIPMENT FOR REPAIR (PROVIDE DETAILS)
34	34	0	2320011A1	FAILURE TO HAVE EFFECTIVE AND OPERATIVE AIR BRAKES AS REQUIRED (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
650	679	7	2310144B4	COUPLER HEIGHT ON CAR LESS THAN 31 1/2" FROM TOP OF RAIL
19	19	0	2310144B3	COUPLER HEIGHT ON CAR MORE THAN 34 1/2" FROM TOP OF RAIL
16	16	0	2310144B2	COUPLER HEIGHT ON LOCOMOTIVE LESS THAN 31 1/2" FROM TOP OF RAIL
2	2	0	2310144B1	COUPLER HEIGHT ON LOCOMOTIVE MORE THAN 34 1/2" FROM TOP OF RAIL
6	6	0	2310144A2	COUPLER BROKEN, MISSING OR INOPERATIVE ON LOCOMOTIVE
62	63	2	2310144A1	COUPLER BROKEN, MISSING OR INOPERATIVE ON CAR
26	29	0	2310140D3	UNCOUPLING LEVER HANDLE IMPROPERLY LOCATED
343	385	1	2310140D2	UNCOUPLING LEVER WITH IMPROPER HANDLE CLEARANCE
74	75	0	2310140D1	UNCOUPLING LEVER WRONG DIMENSION
134	136	3	2310140C2	UNCOUPLING LEVER BRACKET BROKEN OR MISSING
442	452	1	2310140C1	UNCOUPLING LEVER BRACKET BENT LEVER WILL NOT FUNCTION PROPERLY
1,524	1,788	35	2310140B1	UNCOUPLING LEVER BENT WILL NOT SAFELY AND REASONABLY FUNCTION AS INTENDED
153	154	14	2310140A2	UNCOUPLING LEVER BROKEN OR DISCONNECTED
99	100	19	2310140A1	UNCOUPLING LEVER MISSING
8	8	0	2310138C5	HAND OR SAFETY RAILING NOT SECURED AGAINST END SHIFTING
65	95	0	2310138C4	HAND OR SAFETY RAILING OBSTRUCTED
50	51	1	2310138C3	HAND OR SAFETY RAILING IMPROPERLY LOCATED
308	351	1	2310138C2	HAND OR SAFETY RAILING HAVING LESS THAN THE REQUIRED CLEARANCE
88	124	2	2310138C1	HAND OR SAFETY RAILING IMPROPERLY APPLIED OR REPAIRED
14	14	0	2310138B2	HAND OR SAFETY RAILING LESS THAN REQUIRED DIMENSIONS

153	176	5	2310138B1	HAND OR SAFETY RAILING BENT
632	668	0	2310138A3	HAND OR SAFETY RAILING LOOSE EXCEPT BY DESIGN
155	166	10	2310138A2	HAND OR SAFETY RAILING BROKEN
164	203	2	2310138A1	HAND OR SAFETY RAILING MISSING
14	14	0	2310136D4	VERTICAL HANDHOLD IMPROPERLY LOCATED
134	148	0	2310136D3	VERTICAL HANDHOLD HAS INSUFFICIENT CLEARANCE
79	164	2	2310136D2	VERTICAL HANDHOLD AND/OR BRACKETS IMPROPERLY APPLIED OR NOT MECHANICALLY FASTENED
71	146	0	2310136D1	VERTICAL HANDHOLD NOT PAINTED CONTRASTING COLOR
366	622	27	2310136C5	BOTTOM LADDER TREAD / HANDHOLD WITHOUT FOOTGUARDS
670	855	16	2310136C4	LADDER TREAD OR HANDHOLD OBSTRUCTED
333	445	11	2310136C3	LADDER TREAD OR HANDHOLD IMPROPERLY LOCATED
7,966	8,864	38	2310136C2	LADDER TREAD OR HANDHOLD HAVING LESS THAN THE REQUIRED CLEARANCE
557	772	23	2310136C1	LADDER TREAD / HANDHOLD AND/OR BRACKETS IMPROPERLY APPLIED OR NOT MECHANICALLY FASTENED
207	287	4	2310136B2	LADDER TREAD OR HANDHOLD LESS THAN THE REQUIRED DIMENSIONS
3,389	3,702	30	2310136B1	LADDER TREAD OR HANDHOLD BENT TO THE EXTENT THAT IT MAY BE UNSAFE
3,491	3,822	14	2310136A3	LADDER TREAD OR HANDHOLD LOOSE EXCEPT BY DESIGN
502	522	92	2310136A2	LADDER TREAD OR HANDHOLD BROKEN
254	385	76	2310136A1	LADDER TREAD OR HANDHOLDS MISSING
4	4	0	2310136 C2	2310136 C2
6	6	0	2310134D1	END LADDER CLEARANCE / VERTICAL PLANE DEFECTIVE (EXPLAIN)
37	39	2	2310134C2	LADDER HAVING INSUFFICIENT CLEARANCE OR IMPROPERLY LOCATED
114	170	1	2310134C1	LADDER AND/OR BRACKETS IMPROPERLY APPLIED OR NOT MECHANICALLY FASTENED
5	9	0	2310134B2	LADDER HAVING WRONG DIMENSIONS
619	684	4	2310134B1	LADDER BENT
818	904	21	2310134A3	LADDER LOOSE
190	200	13	2310134A2	LADDER BROKEN
22	28	16	2310134A1	LADDER MISSING
3	5	0	2310132A3	SIDE DOOR STEP LOOSE
1	1	0	2310132A2	SIDE DOOR STEP BROKEN
132	163	6	2310130B4	SILL STEP, ADDITIONAL TREAD AND/OR BRACKETS IMPROPERLY APPLIED OR NOT MECHANICALLY FASTENED
5	5	0	2310130B3	SILL STEP EXCEEDING 18 INCHES IN DEPTH NOT LATERALLY BRACED
231	290	8	2310130B2	SILL STEP OR ADDITIONAL TREAD, HAVING WRONG DIMENSIONS OR IMPROPERLY LOCATED
1,677	1,778	19	2310130B1	SILL STEP OR ADDITIONAL TREAD, BENT
2,245	2,383	23	2310130A3	SILL STEP OR ADDITIONAL TREAD, LOOSE
204	207	28	2310130A2	SILL STEP OR ADDITIONAL TREAD, BROKEN
28	33	6	2310130A1	SILL STEP OR ADDITIONAL TREAD, MISSING
36	59	0	2310128D3	NON-ILLUMINATED STEP NOT PAINTED CONTRASTING COLOR
119	158	0	2310128D2	SWITCHING STEP NOT ILLUMINATED WHEN REQUIRED
22	36	0	2310128D1	SWITCHING STEP BACK STOP OR KICK PLATE MISSING
44	45	1	2310128C2	PLATFORM OR SWITCHING STEP OBSTRUCTED
35	51	0	2310128C1	PLATFORM OR SWITCHING STEP IMPROPERLY APPLIED OR REPAIRED
52	111	6	2310128B2	PLATFORM OR SWITCHING STEP DOES NOT MEET THE REQUIRED LOCATION OR DIMENSIONS

69	77	4	2310128B1	PLATFORM OR SWITCHING STEP BENT
93	112	1	2310128A3	PLATFORM OR SWITCHING STEP LOOSE
167	195	4	2310128A2	PLATFORM OR SWITCHING STEP BROKEN OR DECAYED
10	10	1	2310128A1	PLATFORM OR SWITCHING STEP MISSING
193	215	3	2310126C4	END PLATFORM OBSTRUCTED
18	20	0	2310126C3	END PLATFORM IMPROPERLY LOCATED
7	7	0	2310126C2	END PLATFORM WITH LESS THAN REQUIRED CLEAR TO VERT PLN THRU INSIDE KNUCKLE FACE
280	828	1	2310126C1	END PLATFORM AND/OR BRACKETS IMPROPERLY APPLIED OR NOT MECHANICALLY FASTENED
16	18	0	2310126B2	END PLATFORM OR BRACES HAVING WRONG DIMENSIONS
350	358	5	2310126B1	END PLATFORM OR BRACE BENT
368	404	1	2310126A3	END PLATFORM LOOSE
929	989	5	2310126A2	END PLATFORM BROKEN OR DECAYED
7	7	0	2310126A1	END PLATFORM MISSING OR PART MISSING EXCEPT BY DESIGN
6	6	0	2310124C5	FAILURE TO STENCIL OR PAINT CAR WITH CONTRASTING REFLECTORIZED OR ANTI-SKID PAINT WHEN REQUIRED (EXPLAIN)
44	49	1	2310124C4	RUNNING BOARD EXTENSION NOT PROPERLY BRACED WHEN REQUIRED
1	2	2	2310124C3	END OF RUNNING BOARD LESS THAN 6" OR MORE THAN 10" FROM VERTICAL PLANE OF INSIDE FACE OF KNUCKLE FOR CARS BUILT UNDER 231.1 / AND END OF RUNNING BOARD
80	82	0	2310124C2	RUNNING BOARD OBSTRUCTED
21	22	0	2310124C1	RUNNING BOARD IMPROPERLY APPLIED OR REPAIRED
1	1	0	2310124B2	RUNNING BOARD LESS THAN REQUIRED DIMENSIONS
81	85	1	2310124B1	RUNNING BOARD BENT TO THE EXTENT THAT IT IS UNSAFE
160	171	1	2310124A3	RUNNING BOARD LOOSE PRESENTS A TRIPPING HAZARD OR OTHER UNSAFE CONDITION
182	197	6	2310124A2	RUNNING BOARD BROKEN OR DECAYED
14	14	1	2310124A1	RUNNING BOARD MISSING OR PART MISSING EXCEPT BY DESIGN
109	132	4	2310120C4	BRAKE STEP OBSTRUCTED OR OTHERWISE UNSAFE
80	80	2	2310120C3	BRAKE STEP HAS INSUFFICIENT CLEARANCE TO VERTICAL PLANE THROUGH INSIDE FACE OF KNUCKLE
1	1	0	2310120C2	BRAKE STEP IMPROPERLY LOCATED
85	203	1	2310120C1	BRAKE STEP AND/OR BRACKETS IMPROPERLY APPLIED OR NOT MECHANICALLY FASTENED
27	30	0	2310120B2	BRAKE STEP OR WRONG DIMENSIONS
374	376	4	2310120B1	BRAKE STEP OR BRACE BENT
413	414	1	2310120A3	BRAKE STEP OR BRACE LOOSE
253	255	2	2310120A2	BRAKE STEP OR BRACE BROKEN OR DECAYED
6	6	0	2310120A1	BRAKE STEP MISSING EXCEPT BY DESIGN
3	3	1	2310118C2	RATCHET OR PAWL INOPERATIVE
1	1	0	2310118B2	RATCHET OR PAWL WRONG DIMENSIONS
1	1	0	2310118B1	RATCHET OR PAWL BENT TO EXTENT IT MAY NOT HOLD AS INTENDED
2	2	0	2310118A3	RATCHET OR PAWL LOOSE TO EXTENT IT MAY NOT HOLD AS INTENDED
1	1	0	2310118A1	RATCHET OR PAWL MISSING
15	15	0	2310114B4	HAND BRAKE WHEEL OR LEVER WRONG DIMENSIONS
233	233	6	2310114B3	HAND BRAKE WHEEL/LEVER CLEARANCE INSUFFICIENT TO VERTICAL PLANE THROUGH INSIDE FACE OF KNUCKLE
1,180	1,184	6	2310114B2	HAND BRAKE WHEEL OR LEVER HAS INSUFFICIENT CLEARANCE AROUND RIM OR HANDLE
42	43	0	2310114B1	HAND BRAKE WHEEL OR LEVER IMPROPERLY APPLIED

148	148	0	2310114A3	HAND BRAKE WHEEL OR LEVER LOOSE (SECUREMENT)
18	18	0	2310114A2	HAND BRAKE WHEEL OR LEVER BROKEN
7	7	1	2310114A1	HAND BRAKE WHEEL OR LEVER MISSING
114	114	1	2310110C3	HAND BRAKE BELL CRANK DEFECTIVE
55	55	6	2310110C2	HAND BRAKE CHAIN DISCONNECTED, BROKEN OR MISSING
291	295	1	2310110C1	HAND BRAKE CHAIN IMPROPERLY APPLIED, WRONG DIMENSION OR WORN
30	30	0	2310110B7	HAND BRAKE SHAFT RETAINER MISSING
200	203	6	2310110B6	HAND BRAKE SHAFT NOT RETAINED IN OPERATING POSITION
1	1	0	2310110B5	HAND BRAKE SHAFT WELDED OR WRONG DIMENSION
13	13	0	2310110B4	HAND BRAKE INCORRECTLY LOCATED
32	35	0	2310110B3	HAND BRAKE AND/OR BRACKETS IMPROPERLY APPLIED OR NOT MECHANICALLY FASTENED
182	183	10	2310110B2	HAND BRAKE INEFFECTIVE
171	171	27	2310110B1	HAND BRAKE INOPERATIVE
206	207	0	2310110A3	HAND BRAKE OR HAND BRAKE PART LOOSE
55	57	6	2310110A2	HAND BRAKE OR HAND BRAKE PART BROKEN
102	103	2	2310110A1	HAND BRAKE OR HAND BRAKE PART MISSING
1	1	0	2300140	LATERAL MOTION
1	3	0	2300116C1	TENDER OIL SUPPLY PIPE SAFETY CUT-OFF DEVICE NOT CLEARLY MARKED OR MISSING
1	1	0	2300115A1	TENDER WATER TANK LEAKING OR NOT SUITABLE CONDITION FOR SERVICE
1	1	0	2300114B4	WHEEL CENTER HAS EXCESSIVE NUMBER OF SPOKES BROKEN
1	1	0	2300110A1	STEAM LOCOMOTIVE PILOT SHEET NOT PROPERLY SECURED
2	2	0	2300109G2	TENDER TRUCK SIDE BEARING CLEARANCE EXCESSIVE
1	1	0	2300107C4	TENDER BODY CENTER PLATE MISSING, BROKEN OR LOOSE
1	1	0	2300102E1	TENDER TRUCK PLAIN BEARING, MISSING, CRACKED, BROKEN, PIECES MISSING, LOOSE, NOT IN DESIGNED POSITION OR OVERHEATED
1	2	0	2300102D1	TENDER TRUCK PLAIN BEARING BOX LUBRICATING PAD, MISSING, NOT IN CONTACT WITH JOURNAL, TORN ONE-HALF ITS WIDTH, EVIDENCE OF BEING SCORCHED, DECAYED OR
2	8	0	2300102C1	TENDER TRUCK PLAIN BEARING BOX HAS FOREIGN MATTER THAT CAN POTENTIALLY AFFECT LUBRICATION OR DAMAGE THE BEARING
2	2	0	2300102A1	TENDER TRUCK PLAIN BEARING BOX DOES NOT CONTAIN FREE VISIBLE OIL
1	1	0	2300100A3	TENDER TRUCK AXLE UNSAFE ACCOUNT OF ACCIDENT DAMAGE OR OTHER DEFINED CONDITION
1	1	0	2300096A1	MAIN, SIDE OR VALVE RODS CRACKED OR OTHERWISE DEFECTIVE
2	2	0	2300093B1	PISTON ROD FASTENERS INSECURE
2	2	0	2300090B1	SAFETY BAR(S) OR SAFETY CHAINS MISSING AND ASSOCIATED FASTENERS DEFECTIVE
2	2	0	2300087A1	CAB LIGHT(S) INOPERATIVE
1	1	0	2300086A1	HEADLIGHT INOPERATIVE
1	1	0	2300084A1	SANDERS MISSING, DEFECTIVE OR INOPERATIVE
1	1	0	2300083A2	STEAM CYLINDER COCKS DEFECTIVE
1	1	0	2300082B1	MECHANICALLY OPERATED FIRE DOOR DEFECTIVE OR NOT MAINTAINED IN SAFE AND SUITABLE CONDITION FOR SERVICE
1	1	0	2300081B1	CAB APRON NOT OF SUFFICIENT WIDTH
2	2	0	2300078C2	BRAKE PIPE LEAKAGE EXCESSIVE
1	1	0	2300077B1	FOUNDATION BRAKE GEAR LESS THAN 2 FROM THE TOP OF THE RAIL
1	2	0	2300077A1	FOUNDATION BRAKE GEAR NOT MAINTAINED IN SAFE AND SUITABLE CONDITION FOR SERVICE

3	4	0	2300076A2	PISTON TRAVEL EXCESSIVE
1	1	0	2300074A1	FAILURE TO CLEAN AND TEST BRAKE VALVES AND ASSOCIATED COMPONENTS AS REQUIRED
2	2	0	2300073A2	AIR GAUGE(S) MORE THAN 3 PSI IN ERROR
1	1	0	2300070A2	WATER AND OIL NOT DRAINED FROM AIR BRAKE SYSTEM
2	2	0	2300070A1	FAILURE TO PREFORM PRE-DEPARTURE INSPECTION OF AIR BRAKES, AIR COMPRESSOR, AIR REGULATORS AND BRAKE VALVES
2	2	0	2300067A2	FAILURE OF OWNER AND/OR OPERATOR TO ENSURE THAT STEAM LOCOMOTIVE AND TENDER UNDER THEIR CONTROL IS REPAIRED IN ACCORDANCE WITH AN ACCEPTED AND ESTABLI
2	2	0	2300067A1	FAILURE OF OWNER AND/OR OPERATOR TO ENSURE THAT STEAM LOCOMOTIVE AND TENDER UNDER THEIR CONTROL IS IN SAFE AND SUITABLE CONDITION FOR SERVICE
2	2	0	2300065A1	STEAM LEAKS FROM STEAM LOCOMOTIVE BOILER AND ITS APPURTENANCES OBSCURING THE ENGINE CREWS VISION
3	3	0	2300063A1	FAILURE TO PROPERLY INSPECT SMOKE BOX, STEAM PIPES AND PRESSURE PARTS WHEN REQUIRED
1	1	0	2300061A1	FAILURE TO MECHANICALLY CLEAN AND INSPECT, ARCH TUBES AND WATER BAR TUBES EACH TIME BOILER IS WASHED
1	1	0	2300059A1	FAILURE TO REMOVE AND PROPERLY CLEAN FUSIBLE BOILER PLUGS WHEN REQUIRED
10	11	0	2300057B1	FAILURE TO PROPERLY TEST AND/OR MAINTAIN INJECTORS, FEEDWATER PUMPS, BOILER CHECKS, DELIVERY PIPES, FEED WATER PIPES, TANKS HOSES AND TANK VALVES
1	1	0	2300057A1	FAILURE TO EQUIP STEAM LOCOMOTIVE BOILER WITH PROPER MEANS OF DELIVERING WATER TO THE BOILER
2	2	0	2300056A1	FAILURE TO EQUIP WATER GLASS WITH SUITABLE LAMP
1	1	0	2300054B1	FAILURE TO PROPERLY MAINTAIN GAUGE COCKS, AFTER COLUMN DRAIN VALVES AND/OR WATER GLASS VALVES
1	1	0	2300054A1	FAILURE TO PROPERLY TEST WATER GLASSES AND/OR GAUGE COCKS WHEN REQUIRED
1	2	0	2300050	LEAKS IN FRONT OF ENGINEMEN
1	1	0	2300049D1	FAILURE TO IDENTIFY LOWEST SAFETY VALVE SETTING ON STEAM GAUGE
1	1	0	2300049B1	SAFETY RELIEF VALVES NOT SET TO LIFT AT PRESCRIBED PRESSURES
1	1	0	2300046A1	STEAM LOCOMOTIVE BADGE PLATE MISSING OR DOES NOT CONTAIN THE REQUIRED INFORMATION
1	1	0	2300045A1	FAILURE TO PROPERLY TEST AND/OR SET STEAM GAUGE
1	1	0	2300043A1	STEAM GAUGE NOT EQUIPPED WITH ADEQUATE SIPHON
1	1	0	2300039C1	STAYBOLT WITH TELLTALE HOLE PLUGGED, LEAKING OR MISSING AND NOT COUNTED AS BROKEN
3	3	0	2300039B1	BROKEN STAYBOLTS NOT REPLACED WHEN REQUIRED
1	1	0	2300039A1	STEAM LOCOMOTIVE BOILER IN SERVICE WITH EXCESS NUMBER OF BROKEN STAYBOLTS
1	12	0	2300038B2	TELLTALE HOLES NOT KEPT OPEN WHEN REQUIRED
4	4	0	2300036A3	HYDROSTATIC TEST IMPROPER
2	2	0	2300033D1	CRACKS IN FIRE BOX SIDE SHEET(S), DOOR SHEET, OR CROWN SHEET
1	1	0	2300025	BROKEN STAYBOLTS
1	1	0	2300018B1	SERVICE DAY INSPECTION REPORT NOT FILED WITH FRA BY JANUARY 31OF EACH YEAR
1	1	0	2300017B3	1,472 SERVICE DAY INSPECTION REPORT NOT FILED WITH FRA AND/OR WHERE THE STEAM LOCOMOTIVE IS MAINTAINED
1	1	0	2300016C3	ANNUAL INSPECTION REPORT NOT FILED WITH FRA AND/OR WHERE THE STEAM LOCOMOTIVE IS MAINTAINED
1	1	0	2300016C1	ANNUAL INSPECTION REPORT NOT MADE
1	1	0	2300016B2	FAILURE OF OWNER AND/OR OPERATOR TO ALLOW FRA INSPECTOR(S) TO OBSERVE ANNUAL INSPECTION
1	1	0	2300016B1	FAILURE TO PROVIDE FRA WITH WRITTEN NOTIFICATION AT LEAST ONE MONTH PRIOR TO

				ANNUAL INSPECTION
1	1	0	2300015B3	NINETY-TWO SERVICE DAY INSPECTION REPORT NOT FILED WITH FRA AND/OR WHERE THE STEAM LOCOMOTIVE IS MAINTAINED
1	1	0	2300014C3	THIRTY-ONE SERVICE DAY INSPECTION REPORT NOT FILED WITH FRA AND/OR WHERE THE STEAM LOCOMOTIVE IS MAINTAINED
1	7	0	2300013C5	DAILY INSPECTION REPORT NOT SIGNED BY COMPETENT PERSON CERTIFYING REPAIR OF NON-COMPLYING DEFECT
5	35	0	2300013C2	DAILY INSPECTION REPORT NOT PROPERLY COMPLETED OR REQUIRED INFORMATION MISSING
1	1	0	2300013A2	DAILY INSPECTION OVERDUE
2	10	0	2300011B1	FAILURE OF OWNER AND/OR OPERATOR TO APPROVE REPAIRS TO STEAM LOCOMOTIVE PRIOR TO USE
2	12	0	2300011A1	FAILURE TO REPAIR NON-COMPLYING STEAM LOCOMOTIVE PRIOR TO USE
1	1	0	2290139E1	FAILURE TO REPAIR LOCOMOTIVE WITH A DEFECTIVE SANITATION COMPARTMENT MODESTY LOCK ON OR BEFORE THE NEXT SCHEDULED 92 DAY INSPECTION
1	15	15	2290139D1	FAILURE TO REPAIR DEFECTIVE TOILET FACILITY ON LOCOMOTIVE USED IN SWITCHING OR TRANSFER SERVICE WITHIN 10 DAYS AFTER BEING REPORTED AND/OR IDENTIFIED
9	9	0	2290139C1	SANITATION COMPARTMENT OF ANY OCCUPIED LOCOMOTIVE USED IN SWITCHING OR TRANSFER SERVICE NOT SANITARY
79	82	0	2290139B1	MECHANICAL COMPONENTS AND OTHER SYSTEMS REQUIRED FOR THE PROPER OPERATION OF THE SANITATION COMPARTMENT DO NOT OPERATE AS INTENDED (EXPLAIN)
14	14	1	2290139A1	LEAD LOCOMOTIVE OCCUPIED AND NOT SANITARY
8	8	0	2290137I1	FAILURE TO RETAIN AND MAINTAIN TOILET FACILITY WHEN REQUIRED
1	1	0	2290137G1	FAILURE TO REPAIR LEAD LOCOMOTIVE WITH A DEFECTIVE SANITATION COMPARTMENT VENTILATION SYSTEM OR PLACE THE LOCOMOTIVE IN ALTERNATE SERVICE PRIOR TO DEP
17	17	0	2290137E1	FAILURE TO MEET CONDITIONS OF EXCEPTION FOR LOCOMOTIVES IN SWITCHING/TRANSFER SERVICE WITH DEFECTIVE AND/OR UNSANITARY TOILET FACILITY
70	71	0	2290137D1	FAILURE TO MEET CONDITIONS OF EXCEPTION FOR TRAILING LOCOMOTIVE WITH DEFECTIVE AND/OR UNSANITARY TOILET FACILITY
50	58	1	2290137C2	FAILURE TO MEET CONDITIONS OF EXCEPTION FOR LEAD LOCOMOTIVE WITH DEFECTIVE AND/OR UNSANITARY TOILET FACILITY
317	324	5	2290137C1	DEFECTIVE AND/OR UNSANITARY TOILET FACILITY IN LEAD LOCOMOTIVE
40	40	0	2290137B7	TOILET FACILITY DOES NOT COMPLY WITH THE REQUIREMENTS OF THIS PART
4	4	0	2290137B6	FAILURE TO MEET SANITATION COMPARTMENT CONDITIONS OF EXCEPTION FOR CONTROL CAB LOCOMOTIVES
3	3	0	2290137B4	FAILURE TO MEET SANITATION COMPARTMENT CONDITIONS OF EXCEPTION FOR LOCOMOTIVES OPERATING ON CLASS III RAILROADS
2	2	0	2290137B3	FAILURE TO MEET SANITATION COMPARTMENT CONDITIONS OF EXCEPTION FOR LOCOMOTIVES IN TRANSFER SERVICE
28	30	0	2290137B2	FAILURE TO MEET SANITATION COMPARTMENT CONDITIONS OF EXCEPTION FOR LOCOMOTIVES OPERATING IN SWITCHING SERVICE SERVICE
3	3	0	2290137B1	FAILURE TO MEET SANITATION COMPARTMENT CONDITIONS OF EXCEPTION FOR LOCOMOTIVES OPERATING IN COMMUTER SERVICE
8	8	0	2290137A9	PORTABLE TRASH RECEPTACLE NOT PROVIDED
17	17	0	2290137A8	TOILET PAPER NOT PROVIDED OR NOT PROVIDED IN SUFFICIENT QUANTITY
2	2	0	2290137A7	LEAD LOCOMOTIVE CAB NOT EQUIPPED WITH WASHING SYSTEM WHEN REQUIRED
4	4	0	2290137A6	LEAD LOCOMOTIVE CAB NOT EQUIPPED WITH TOILET FACILITY WHEN REQUIRED
203	209	1	2290137A5	SANITATION COMPARTMENT DOOR MODESTY LOCK MISSING OR DEFECTIVE
11	11	0	2290137A4	SANITATION COMPARTMENT DOOR DOESN'T CLOSE
33	33	0	2290137A2	SANITATION COMPARTMENT NOT ADEQUATELY VENTILATED

13	15	0	2290137A1	COMPLETE FAILURE TO PROVIDE SANITATION COMPARTMENT FACILITIES IN LEAD LOCOMOTIVE CAB
3	3	0	2290135C3	FAILURE TO RECORD DATE EVENT RECORDER REMOVED FROM SERVICE ON F6180.49A REMARKS SECTION WHERE REQUIRED
1	1	0	2290135B1	LEAD LOCOMOTIVE OPERATED WITH AN OUT OF SERVICE EVENT RECORDER PAST THE NEXT CALENDAR DAY INSPECTION
15	15	0	2290135A2	FAILURE TO NOTE PRESENCE OF EVENT RECORDER ON F6180.49A REMARKS SECTION WHERE REQUIRED
1	1	1	2290135A1	FAILURE TO EQUIP LEAD LOCOMOTIVE WITH IN-SERVICE EVENT RECORDER WHEN REQUIRED
31	37	0	2290131E1	SANDERS INSECURE
361	391	3	2290131D1	SANDERS CREATE A PERSONAL INJURY HAZARD
107	124	1	2290131C1	SANDERS NOT LINE TO RAIL
929	1,692	48	2290131B1	SANDERS INOPERATIVE
6	7	0	2290131A1	SANDERS MISSING
3	3	0	2290129B3	FAILURE TO TEST AUDIBLE WARNING DEVICE ON LOCOMOTIVE WHEN REBUILT IN ACCORDANCE WITH 49 CFR 229.129 (c)
34	35	0	2290129B2	AUDIBLE WARNING DEVICE MISSING, INOPERATIVE, OR INADEQUATE
1	1	0	2290129A3	AUDIBLE WARNING DEVICE ON LEAD LOCOMOTIVE CANNOT BE CONVENIENTLY OPERATED BY THE ENGINEER
7	7	0	2290127B3	PASSAGEWAYS/COMPARTMENTS LIGHTS INADEQUATE
12	14	0	2290127B2	PASSAGEWAYS/COMPARTMENTS LIGHTS MISSING
420	541	6	2290127B1	PASSAGEWAYS/COMPARTMENTS LIGHTS INOPERATIVE
31	36	0	2290127A5	CAB LIGHTS DEFECTIVE
1	1	0	2290127A4	CAB LIGHTS IMPROPERLY POSITIONED
4	4	0	2290127A3	CAB LIGHTS INADEQUATE
1	1	0	2290127A2	CAB LIGHTS MISSING
106	116	0	2290127A1	CAB LIGHTS INOPERATIVE
1	1	0	2290125D4	DEACTIVATION/ACTIVATION CAPABILITY NOT AVAILABLE ON AUTOMATICALLY ACTIVATED AUXILIARY LIGHT DEVICES
66	77	2	2290125D2	AUXILIARY LIGHTS NOT INSTALLED, MAINTAINED AND/OR OPERATED AS REQUIRED
1	3	0	2290125D1	LOCOMOTIVE NOT EQUIPPED WITH AUXILIARY LIGHTS WHEN REQUIRED (EFFECTIVE DECEMBER 31, 1997)
14	15	1	2290125C1	YARD LOCOMOTIVE HEADLIGHT DIMMER DEVICE IS NON-FUNCTIONAL
1	5	0	2290125B3	YARD LOCOMOTIVE HEADLIGHT INADEQUATE
1	1	0	2290125B2	YARD LOCOMOTIVE HEADLIGHT MISSING
40	53	9	2290125B1	YARD LOCOMOTIVE HEADLIGHT INOPERATIVE
8	8	0	2290125A3	ROAD LOCOMOTIVE HEADLIGHT INADEQUATE
3	5	0	2290125A2	ROAD LOCOMOTIVE HEADLIGHT MISSING
39	46	1	2290125A1	ROAD LOCOMOTIVE HEADLIGHT INOPERATIVE
103	111	3	2290123E1	PILOT, SNOWPLOW, END PLATE INSECURE
147	164	11	2290123D1	PILOT, SNOWPLOW, END PLATE HAVING LESS THAN 3" OR MORE THAN 6" CLEARANCE ATR
1	1	0	2290123B1	LOCOMOTIVE NOT EQUIPPED WITH SNOWPLOW WHEN REQUIRED
5	6	0	2290123A1	LOCOMOTIVE NOT EQUIPPED WITH PILOT WHEN REQUIRED
47	48	0	2290119F1	FUSEE/TORPEDO CONTAINER MISSING/IMPROPER
864	948	5	2290119E1	CONTINUOUS BARRIER MISSING/IMPROPER
7	8	0	2290119D2	CAB TEMPERATURE IMPROPER
1	1	0	2290119D1	CAB VENTILATION IMPROPER

3,190	3,549	67	2290119C1	PASSAGEWAYS AND COMPARTMENTS, FLOORS HAZARDOUS
384	540	11	2290119B1	CAB WINDOWS DEFECTIVE
159	166	2	2290119A2	DOOR LATCH MISSING OR DEFECTIVE
250	296	5	2290119A1	CAB SEAT MISSING OR DEFECTIVE
1	1	0	2290119 C1	2290119 C1
1	1	0	2290117B1	SPEED INDICATOR NOT TESTED AFTER DEPARTURE AS REQUIRED
2	2	0	2290117A3	SPEED INDICATORS NOT READABLE FROM ENGINEERS NORMAL POSITION
11	11	0	2290117A2	SPEED INDICATORS INOPERATIVE/OTHERWISE DEFECTIVE
1	4	0	2290115B3	WHEEL SLIP/SLIDE DEVICE IMPROPER
3	3	2	2290115B2	WHEEL SLIP/SLIDE DEVICE INOPERATIVE
2	2	0	2290115A3	WHEEL SLIP/SLIDE ALARM IMPROPER
2	2	1	2290115A2	WHEEL SLIP/SLIDE ALARM INOPERATIVE
3	3	0	2290101C1	ENGINE WHEEL SLIP/SLIDE IMPROPER WHEN REQUIRED
4	4	0	2290101A2	ENGINE ALARMS GAGES/SWITCHES/CONTROLS DEFECTIVE
36	37	1	2290101A1	ENGINE ALARMS GAGES/SWITCHES/CONTROLS INOPERATIVE
1	1	0	2290097A1	FUEL TANK NOT PROPERLY GROUNDED
12	18	0	2290093C2	FUEL LINE SAFETY CUT-OFF DEVICE INOPERATIVE
123	153	1	2290093C1	FUEL LINE SAFETY CUT-OFF DEVICE IMPROPERLY MARKED
5	5	0	2290093A1	FUEL LINE SAFETY CUT-OFF DEVICE IMPROPERLY LOCATED
248	268	12	2290091E1	MOTORS/ GENERATORS HAVE AN ACCUMULATION OF OIL
4	4	0	2290091A1	MOTORS/GENERATORS SHORTED OR GROUNDED
16	16	0	2290089B3	BROKEN OR PROTRUDING STRANDS OF WIRE ON CABLE OR JUMPER
24	25	0	2290089B2	BROKEN PLUGS, RECEPTACLES OR TERMINALS ON CABLE JUMPER
74	76	2	2290089B1	CABLE BROKEN OR BADLY CHAFED INSULATION
420	437	3	2290089A1	JUMPERS AND CABLES IMPROPERLY LOCATED OR GUARDED
1	1	0	2290087C1	HAND-OPERATED SWITCHES IMPROPERLY MARKED
1	1	0	2290087B1	HAND-OPERATED SWITCHES IMPROPERLY DESIGNATED
1	1	0	2290087A1	HAND-OPERATED SWITCHES IMPROPERLY COVERED
178	277	1	2290085A1	HIGH-VOLTAGE EQUIPMENT DOOR AND COVER PLATES NOT PROPERLY MARKED 'DANGER'
35	37	0	2290083A1	UNGUARDED NON-CURRENT-CARRYING METAL PARTS IMPROPERLY GROUNDED OR INSULATED
1	1	0	2290081B1	THIRD-RAIL SHOE INSULATING DEVICE MISSING OR DEFECTIVE
5	5	0	2290081A1	EMERGENCY POLE MISSING OR DEFECTIVE
1	1	0	2290077B1	PANTOGRAPH NOT GROUNDED OR PROPERLY LOCKED
98	120	5	2290075K2	WHEEL TREAD WITH CRACK OR BREAK
2	2	0	2290075J3	RIM THICKNESS LESS THAN 3/4" IN ROAD SERVICE
1	1	0	2290075J1	RIM THICKNESS LESS THAN 1" IN ROAD SERVICE
2	4	0	2290075I1	TIRE LESS THAN 1 1/2" THICK
2	3	3	2290075H2	FLANGE IS 1 5/8" OR MORE FROM THE TREAD TO TOP OF FLANGE
18	31	19	2290075H1	FLANGE IS 1 1/2" OR MORE FROM THE TREAD TO TOP OF FLANGE
1	1	1	2290075F3	WHEEL FLANGE 3/4" OR LESS AT 3/8" ABOVE THE TREAD
16	19	7	2290075F1	WHEEL FLANGE 7/8" OR LESS AT 3/8" ABOVE THE TREAD
2	2	0	2290075E1	WHEEL HAS SEAM IN TREAD
4	4	0	2290075D2	WHEEL HAS 2 ADJOINING SHELLED-OUT SPOTS EACH IS 2" OR MORE IN LENGTH
12	14	0	2290075D1	WHEEL HAS SHELLED-OUT SPOT 2 1/2" OR MORE IN LENGTH

3	5	0	2290075A3	WHEEL HAS A SINGLE SPOT 3" OR MORE IN LENGTH
14	14	5	2290075A1	WHEEL SLID FLAT SPOT 2 1/2" OR MORE IN LENGTH
6	6	3	2290073B2	WHEEL SETS DIAMETER OVER 1 1/4" VARIATION BETWEEN ANY 2 WHEELS OF 3 AXLE TRUCK
18	23	7	2290073B1	WHEEL SETS DIAMETER OVER 3/4" VARIATION BETWEEN ANY 2 WHEELS OF 3 AXLE TRUCK
38	38	0	2290071A1	CLEARANCE ABOVE TOP OR RAIL LESS THAN 2 1/2"
4	4	0	2290069B3	SIDE BEARINGS OTHERWISE DEFECTIVE
13	15	4	2290069B2	SIDE BEARINGS CLEARANCE EXCESSIVE
30	31	1	2290069B1	SIDE BEARINGS IN CONTACT
2	2	0	2290067C5	TRUCK COMPONENTS - OTHER (EXPLAIN)
20	28	2	2290067C4	TRUCK COMPONENTS MISSING
23	23	2	2290067C3	TRUCK COMPONENTS BROKEN
5	6	0	2290067C2	TRUCK COMPONENTS CRACKED
88	100	1	2290067C1	TRUCK COMPONENTS LOOSE
25	29	2	2290067B1	TRUCK SAFETY SECUREMENT NOT SATISFACTORY
1	1	0	2290067A1	TRUCK CENTER PLATE LOST MOTION
59	62	1	2290065C4	SHOCK ABSORBER INOPERATIVE/LEAKING
18	19	4	2290065C3	SHOCK ABSORBER BROKEN
201	231	0	2290065C1	SHOCK ABSORBER LOOSE
1	1	0	2290065B8	CRACKED/BROKEN EQUALIZER, HANGER, BOLT, GIB OR PIN
1	1	0	2290065B7	COIL SPRING FULLY COMPRESSED
27	34	4	2290065B5	COIL SPRING BROKEN
4	8	0	2290065B4	COIL SPRING DEFECTIVE
1	1	0	2290065B2	ELLIPTICAL SPRING BROKEN
1	1	0	2290065B1	ELLIPTICAL SPRING DEFECTIVE
7	13	5	2290065A4	SAFETY HANGERS MISSING
4	5	0	2290065A1	SAFETY HANGERS LOOSE
4	4	0	2290064C1	PLAIN BEARING OTHER
1	1	0	2290064B1	PLAIN BEARINGS BOX CRACKED
4	5	0	2290064A1	PLAIN BEARINGS NO OIL
1	1	0	2290063A3	LATERAL MOTION MU LOCOMOTIVES 1" OR MORE
10	15	2	2290063A2	LATERAL MOTION POWERED AXLES 3/4" OR MORE
1	3	0	2290063A1	LATERAL MOTION NON-POWERED AXLES 1" OR MORE
1	1	0	2290061B6	DEVICE UNDER DRAW GEAR PIN MISSING OR BROKEN
3	3	0	2290061B5	DRAFT GEAR PIN RETAINER BROKEN/MISSING
6	8	0	2290061B4	BROKEN DRAFT GEAR
30	37	0	2290061B2	BROKEN OR CRACKED COUPLER CARRIER
8	9	0	2290061B1	DRAFT SYSTEM FREE SLACK EXCEEDS 1/2"
124	136	2	2290061A6	COUPLER WITH NO ANTI-CREEP PROTECTION
18	19	1	2290061A5	COUPLER BROKEN
12	12	0	2290061A4	COUPLER CRACKED OUTSIDE SHADED AREA
51	54	2	2290061A3	CONTOUR EXCEEDS 5 5/16" ON D AND E COUPLERS OR PRESCRIBED CONTOURS FOR OTHER TYPE COUPLERS (EXPLAIN)
105	107	1	2290061A2	CONTOUR EXCEEDS 5 1/8" ON STANDARD COUPLERS
167	172	1	2290061A1	DEFECTIVE COUPLER

36	36	1	2290059E1	AIR BRAKE SYSTEM LEAKAGE OTHER
4	4	0	2290059D1	AIR BRAKE SYSTEM LEAKAGE CONTROL AIR RESERVOIR
35	38	0	2290059C1	AIR BRAKE SYSTEM LEAKAGE BRAKE CYLINDERS
50	50	1	2290059B1	AIR BRAKE SYSTEM LEAKAGE BRAKE PIPE
46	47	4	2290059A1	AIR BRAKE SYSTEM LEAKAGE MAIN AIR RESERVOIR AND RELATED PIPING
463	650	8	2290057G1	FOUNDATION BRAKE GEAR OTHER/NOT ALIGNED TO WHEEL TREAD
14	19	4	2290057F1	FOUNDATION BRAKE GEAR IMPROPERLY APPLIED
117	155	3	2290057E1	FOUNDATION BRAKE GEAR INSECURE
34	38	1	2290057D1	FOUNDATION BRAKE GEAR WORN MORE THAN 30 PERCENT
14	28	2	2290057C1	FOUNDATION BRAKE GEAR MISSING
17	17	0	2290057B1	FOUNDATION BRAKE GEAR BROKEN
3	3	0	2290055A3	BRAKE CYLINDER PRESSURE IMPROPER
570	901	100	2290055A2	PISTON TRAVEL EXCESSIVE
15	18	0	2290055A1	BRAKE SHOE WILL NOT CLEAR WHEEL RELEASED
22	22	0	2290053D1	BRAKE GAUGES OTHER
19	21	1	2290053C1	BRAKE GAUGES DEFECTIVE
2	2	0	2290053B1	BRAKE GAUGES INOPERATIVE
1	1	0	2290051A2	ALUMINUM MAIN RESERVOIRS DEFECTIVE
29	29	0	2290049B2	AIR COMPRESSOR GOVERNOR OTHER
38	38	3	2290049B1	AIR COMPRESSOR GOVERNOR DEFECTIVE
4	4	0	2290049A3	CONTROL AIR SYSTEM MISSING OR DEFECTIVE
60	61	4	2290049A2	MAIN RESERVOIR SAFETY VALVE DEFECTIVE
1	1	0	2290049A1	MAIN RESERVOIR SAFETY VALVE MISSING
5	5	0	2290047B4	EMERGENCY BRAKE VALVE IMPROPERLY STENCILED OR MARKED ON MU EQUIPMENT
3	3	1	2290047B2	EMERGENCY BRAKE VALVE DEFECTIVE ON MU EQUIPMENT
49	50	2	2290047A4	EMERGENCY BRAKE VALVE IMPROPERLY STENCILED OR MARKED ON ROAD LOCOMOTIVE
6	6	1	2290047A3	EMERGENCY BRAKE VALVE IMPROPERLY POSITIONED ON ROAD LOCOMOTIVE
12	14	0	2290047A2	EMERGENCY BRAKE VALVE DEFECTIVE ON ROAD LOCOMOTIVE
2	2	0	2290047A1	EMERGENCY BRAKE VALVE MISSING ON ROAD LOCOMOTIVE
518	629	10	2290046F1	OTHER BRAKE DEFECTS
641	669	3	2290046E1	WATER AND OIL NOT DRAINED FROM AIR BRAKE SYSTEM
15	15	0	2290046D1	DEVICES FOR REGULATING BRAKE PRESSURE DEFECTIVE
7	7	0	2290046C1	INDEPENDENT BRAKE VALVE DEFECTIVE
15	15	2	2290046B1	AUTOMATIC BRAKE VALVE DEFECTIVE
18	19	3	2290046A1	BRAKES INOPERATIVE
27	34	1	2290045F2	SAFETY APPLIANCE BROKEN
68	73	2	2290045F1	SAFETY APPLIANCE BENT
118	136	3	2290045E9	OTHER CRACKED/BROKEN/WORN ETC
27	36	0	2290045E8	FUEL OIL TANKS CRACKED/BROKEN/WORN ETC
43	54	2	2290045E7	TRACTION MOTOR GEAR CASES CRACKED/BROKEN/WORN ETC
3	3	0	2290045E6	THIRD RAIL BEAMS CRACKED/BROKEN/WORN ETC
1	1	0	2290045E4	PINIONS CRACKED/BROKEN/WORN ETC
1	2	0	2290045E2	AXLES CRACKED/BROKEN/WORN ETC
351	442	3	2290045D8	IMPROPER FUNCTIONING OTHER

6	8	0	2290045D7	IMPROPER FUNCTIONING FUSES
14	19	5	2290045D6	IMPROPER FUNCTIONING SWITCHES
9	9	0	2290045D5	IMPROPER FUNCTIONING RELAYS
2	2	1	2290045D4	IMPROPER FUNCTIONING CONTRACTORS
1	1	0	2290045D3	IMPROPER FUNCTIONING CIRCUIT BREAKERS
1	2	0	2290045D1	IMPROPER FUNCTIONING SLACK ADJUSTERS
287	303	9	2290045C1	EXCESSIVE ACCUMULATION OF OIL ON ELECTRICAL EQUIPMENT
30	30	0	2290045B5	HAZARDOUS LEAKS OTHER
1	1	0	2290045B4	HAZARDOUS LEAKS STEAM
46	48	2	2290045B3	HAZARDOUS LEAKS WATER
1,059	1,233	17	2290045B2	HAZARDOUS LEAKS OIL
317	488	26	2290045B1	HAZARDOUS LEAKS FUEL
1,934	2,379	34	2290045A4	DEFECTIVE/INSECURE OTHER
42	44	2	2290045A3	DEFECTIVE/INSECURE FUEL TANKS
157	172	3	2290045A2	DEFECTIVE/INSECURE TRACTION MOTORS AND MOTOR GEAR CASES
18	18	0	2290045A1	DEFECTIVE/INSECURE THIRD RAIL SHOES OR BEAMS
1	1	0	2290045 B2	2290045 B2
8	8	1	2290043B1	BATTERIES DEFECTIVE ALLOWING GASES TO ESCAPE
39	39	0	2290043A3	EXHAUST GASES ENTERING CAB OR OTHER COMPARTMENTS
326	388	20	2290043A2	EXHAUST MANIFOLD DEFECTIVE ALLOWING GASES TO ESCAPE
8	8	0	2290043A1	EXHAUST STACKS IMPROPER HEIGHT CAUSING GASES TO BE IMPROPERLY DISPOSED
140	148	1	2290041E1	PERSONAL INJURY PROTECTION DEFECT/NOT PROVIDED, SWITCHES, CIRCUIT BREAKERS, CONTRACTORS, ETC.
282	294	5	2290041D1	PERSONAL INJURY PROTECTION DEFECTIVE/NOT PROVIDED, HIGH-VOLTAGE EQUIPMENT
227	238	11	2290041C1	PERSONAL INJURY PROTECTION DEFECTIVE/NOT PROVIDED, EXPOSED MOVING PARTS OF MACHINERY
126	137	6	2290041B1	PERSONAL INJURY PROTECTION DEFECTIVE/NOT PROVIDED, EXPOSED GEARS AND PINIONS
23	25	0	2290041A1	PERSONAL INJURY PROTECTION DEFECTIVE/NOT PROVIDED, FAN OPENINGS
15	17	1	2290033B1	OUT-OF-USE CREDIT IMPROPERLY RECORDED
7	7	0	2290033A1	OUT-OF-USE CREDIT NOT VALID
1	1	0	2290031D1	ALUMINUM MAIN RESERVOIR DEFECTIVE
1	1	0	2290031C1	MAIN RESERVOIR NOT DRILLED
1	1	0	2290031B1	MAIN RESERVOIR HAMMER TEST NOT MADE
1	1	0	2290031A1	MAIN RESERVOIR HYDROSTATIC TEST NOT MADE
5	5	0	2290029A4	FAILURE TO PROPERLY RECORD BIENNIAL AIR TEST INSPECTION ON CARRIERS MAINTENANCE FILES
18	18	0	2290029A3	FAILURE TO PROPERLY RECORD BIENNIAL AIR TESTS INSPECTION ON FRA FORM F 6180.49A
12	12	0	2290029A2	FAILURE TO PROPERLY RECORD AIR BRAKE INSPECTION INFORMATION
23	24	9	2290029A1	FAILURE TO CLEAN/REPAIR/TEST AIR SYSTEM AS REQUIRED AT BIENNIAL TEST
10	10	0	2290027B3	LOAD METER TEST DATA NOT ON FORM F6180.49A
1	1	0	2290027B2	LOAD METES IN ERROR IN EXCESS 5% NOT CORRECTED AT ANNUAL TEST
13	13	1	2290027B1	LOAD METERS NOT TESTED AT ANNUAL TEST
9	9	0	2290027A9	FAILURE TO PROPERLY RECORD AIR BRAKE INSPECTION INFORMATION ON AIR RECORD
20	20	0	2290027A8	FAILURE TO RECORD AIR BRAKE INSPECTION INFORMATION ON FORM F6180.49A AT ANNUAL TEST

18	19	2	2290027A7	FAILURE TO PERFORM ALL ANNUAL TESTS LISTED IN CFR 229.027(A2)
5	7	3	2290027A6	FAILURE PROPERLY TO CLEAN, REPAIR OR REPLACE RELATED DIRT COLLECTORS AND FILTERS
1	1	0	2290027A5	FAILURE PROPERLY TO CLEAN, REPAIR OR REPLACE FEED AND REDUCING VALVE PORTION
3	3	0	2290027A4	FAILURE PROPERLY TO CLEAN, REPAIR OR REPLACE MAIN AIR RESERVOIR SAFETY VALVES
3	3	0	2290027A3	FAILURE PROPERLY TO CLEAN, REPAIR OR REPLACE BRAKE CYLINDER RELAY VALVE PORTIONS
7	7	1	2290027A2	FAILURE PROPERLY TO CLEAN, REPAIR OR REPLACE AIR SYSTEM AS REQUIRED DURING ANNUAL TEST
5	5	2	2290027A1	FAILURE TO CLEAN, REPAIR/REPLACE MAIN AIR RESERVOIR FILTER/COLLECT DEVICES ON ANNUAL TEST
26	42	1	2290025E5	FAILURE TO MAINTAIN CURRENT DATA VERIFICATION RECORD WITH LOCOMOTIVE MAINTENANCE RECORDS
8	8	0	2290025E4	FAILURE TO NOTE EVENT RECORDER TEST FAILURES ON DATA VERIFICATION RECORD
7	7	0	2290025E2	FAILURE TO MAINTAIN WRITTEN COPY OF EVENT RECORDER INSPECTION, MAINTENANCE AND TESTING PROCEDURES AT POINT WERE WORK IS PERFORMED
3	3	0	2290025E1	EVENT RECORDER NOT INSPECTED, MAINTAINED, TESTED IN ACCORDANCE WITH MANUFACTURER, SUPPLIER OR OWNER INSTRUCTIONS
1	1	0	2290025D3	SAFETY VALVES NOT PROPERLY SET AND TESTED AT PERIODIC INSPECTION
1	1	0	2290025B3	ELECTRICAL INSULATION DEFECTIVE AT TIME OF PERIODIC INSPECTION
2	2	0	2290025B2	ELECTRICAL DEVICES DEFECTIVE AT TIME OF PERIODIC INSPECTION
4	4	3	2290025B1	ELECTRICAL INSPECTION NOT MADE AT TIME OF PERIODIC INSPECTION
18	18	2	2290025A1	GAUGES NOT INSPECTED AT TIMES OF PERIODIC INSPECTION
7	7	0	2290023F1	SECONDARY FORM F 6180.49A NOT RETAINED OR ON FILE
1	1	0	2290023E2	FORM F 6180.49A FROM PREVIOUS YEAR NOT RETAINED BY THE RAILROAD FOR ONE YEAR
9	10	0	2290023E1	FORM F 6180.49A NOT REPLACED BY APRIL 2
49	49	2	2290023D4	TRANSPARENT COVER MISSING OR BROKEN
6	6	0	2290023D3	FORM F 6180.49A NOT DISPLAYED UNDER TRANSPARENT COVER
367	432	7	2290023D2	FORM F 6180.49A IMPROPERLY MADE OUT
27	27	1	2290023D1	FORM F 6180.49A MISSING
62	155	23	2290023A6	DEFECTS NOTED FOLLOWING A PERIODIC INSPECTION (EXPLAIN)
10	16	1	2290023A4	PERIODIC INSPECTION MADE WITH NO FACILITIES AVAILABLE
20	22	0	2290023A3	ENTIRE BOTTOM SIDE OF LOCOMOTIVE CANNOT BE SAFELY INSPECTED DURING PERIODIC INSPECTION
84	223	45	2290023A1	PERIODIC INSPECTION NOT MADE TO LOCOMOTIVE WITHIN 92 DAYS
3	3	0	2290021C1	FAILURE TO USE QUALIFIED PERSON TO MAKE DAILY INSPECTION
1	1	0	2290021B5	MU DAILY INSPECTION DEFECTS REPORTED AND NOT REPAIRED
22	22	0	2290021B3	MU DAILY INSPECTION REPORT NOT PROPERLY MADE OUT
2	2	0	2290021B2	FAILURE TO MAKE WRITTEN REPORT OF MU DAILY INSPECTION
3	3	0	2290021B1	MU LOCOMOTIVE OVERDUE DAILY INSPECTION
176	240	1	2290021A8	FAILURE TO MAINTAIN WRITTEN RECORD ON LOCOMOTIVE INDICATING PREVIOUS DAILY INSPECTION PLACE, DATE AND TIME
133	853	33	2290021A6	DAILY INSPECTION REPORT NOT RETAINED FOR 92 DAYS
466	986	44	2290021A5	DEFECTS REPORTED AND NOT REPAIRED
98	131	17	2290021A4	DEFECTS NOT REPORTED ON DAILY INSPECTION
889	1,979	10	2290021A3	DAILY INSPECTION REPORT WRITTEN/ELECTRONIC IMPROPERLY MADE OUT
226	1,790	148	2290021A2	FAILURE TO MAKE WRITTEN/ELECTRONIC REPORT OF DAILY INSPECTION
413	864	25	2290021A1	DAILY LOCOMOTIVE INSPECTION OVERDUE

1	1	0	2290021 A3	2290021 A3
2	2	1	2290017A1	FAILURE TO REPORT ACCIDENT
30	71	0	2290013A1	FAILURE TO RESPOND TO CONTROLLING LOCOMOTIVE
15	18	0	2290011B1	LOCOMOTIVE NUMBER MISSING
40	47	0	2290011A1	LETTER "F" MISSING
102	122	11	2290009A1	FAILURE TO MEET CONDITIONS FOR MOVEMENT TO REPAIR
212	227	28	2290007A1	LOCOMOTIVE NOT IN PROPER CONDITION AND SAFE TO OPERATE
1	1	0	2280019A8	THE RAILROAD FAILED TO REPORT TO THE FRA WITHIN 30 DAYS OF THE CLOSE OF THE MONTH OF OCCURRENCE ALL INSTANCES OF A SIGNAL EMPLOYEE RETURNING TO DUTY A
10	12	3	2280019A7	THE RAILROAD FAILED TO REPORT TO THE FRA WITHIN 30 DAYS OF THE CLOSE OF THE MONTH OF OCCURRENCE ALL INSTANCES OF A SIGNAL EMPLOYEE BEING ON DUTY FOR M
2	2	1	2280019A5	THE RAILROAD FAILED TO REPORT TO THE FRA WITHIN 30 DAYS OF THE CLOSE OF THE MONTH OF OCCURRENCE ALL INSTANCES OF A DISPATCHING SERVICE EMPLOYEE BEING
1	1	0	2280019A4	THE RAILROAD FAILED TO REPORT TO THE FRA WITHIN 30 DAYS OF THE CLOSE OF THE MONTH OF OCCURRENCE ALL INSTANCES OF A TRAIN EMPLOYEE, INCLUDING A HOSTLER
2	2	0	2280019A3	THE RAILROAD FAILED TO REPORT TO THE FRA WITHIN 30 DAYS OF THE CLOSE OF THE MONTH OF OCCURRENCE ALL INSTANCES OF A TRAIN EMPLOYEE, INCLUDING A HOSTLER
1	6	0	2280019A2	THE RAILROAD FAILED TO REPORT TO THE FRA WITHIN 30 DAYS OF THE CLOSE OF THE MONTH OF OCCURRENCE ALL INSTANCES OF A TRAIN EMPLOYEE, INCLUDING A HOSTLER
12	12	0	2280019A10	THE RAILROAD FAILED TO REPORT TO THE FRA WITH IN 30 DAYS OF THE CLOSE OF THE MONTH OF OCCURRENCE ALL INSTANCES OF A SIGNAL EMPLOYEE RETURNING TO DUTY
19	36	20	2280019A1	THE RAILROAD FAILED TO REPORT TO THE FRA WITHIN 30 OF THE CLOSE OF THE MONTH OF OCCURRENCE ALL INSTANCES WHEN A TRAIN EMPLOYEE, INCLUDING A HOSTLER IS
9	24	2	2280017A9	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE DIRECTION OF MOVEMENT AND THE TIME EACH TRAIN PASSED ALL REPORTING ST
3	3	0	2280017A8	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE DISTANCES BETWEEN STATIONS LISTED ON THE DISTRICT OF RECORDED. (USE
4	4	2	2280017A6	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE IDENTIFICATION OF TRAIN AND ENGINES BEING DISPATCHED ON OR OVER THE D
43	66	0	2280017A5	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE IDENTIFICATION OF ENGINEMEN AND CONDUCTORS AND THEIR TIMES ON DUTY FO
19	110	0	2280017A4	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE WEATHER CONDITIONS AT 6-HOUR INTERVALS FOR THE DISTRICT OVER WHICH TR
30	158	0	2280017A3	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE IDENTIFICATION OF THE DISPATCHERS AND THEIR DUTY TIMES INVOLVED IN KE
1	1	0	2280017A2	THE RAILROAD FAILED INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE LOCATION OF THE DISPATCHING OFFICE AND THE DATE OF THE RECORD. (USE WHE
12	12	4	2280017A11	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS A BRIEF DESCRIPTION OF THE UNUSUAL EVENTS AFFECTING THE MOVEMENT OF TRAIN
3	3	0	2280017A10	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE ARRIVAL AND DEPARTURE TIMES OF TRAINS AT ALL REPORTING STATIONS ON TH
8	8	0	2280017A1	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE IDENTIFICATION OF TIMETABLE IN EFFECT ON THAT DISTRICT. (USE WHEN TH
6	187	6	2280017A	THE RAILROAD FAILED TO KEEP A RECORD, FOR EACH DISPATCHING DISTRICT, OF THE TRAIN MOVEMENTS MADE UNDER THE DIRECTION AND CONTROL OF A DISPATCHER WHO U
96	601	33	2280011A5	THE RAILROAD FAILED TO MAINTAIN A RECORD OF EACH EMPLOYEES BEGINNING AND ENDING TIME OF PERIODS SPENT IN TRANSPORTATION, OTHER THAN PERSONAL COMMUTING
134	1,102	1	2280011A4	THE RAILROAD FAILED TO MAINTAIN A RECORD OF EACH EMPLOYEES NUMBER OF CONSECUTIVE HOURS OFF DUTY PRIOR TO GOING ON DUTY. (USE WHEN THE PRIOR TIME OFF
134	629	4	2280011A3	THE CARRIER FAILED TO MAINTAIN AN EMPLOYEES HOURS OF DUTY RECORD THAT CONTAINS THE TOTAL TIME ON DUTY IN ALL OCCUPATIONS. (USE WHEN THE TOTAL TIME ON
				THE CARRIER FAILED TO MAINTAIN AN HOURS OF DUTY RECORD THAT CONTAINS THE PLACE,

252	1,532	16	2280011A2	DATE, AND BEGINNING AND ENDING TIME FOR HOURS OF DUTY IN EACH OCCUPATI
15	54	0	2280011A1	THE CARRIER FAILED TO MAINTAIN AN HOURS OF DUTY RECORD THAT CONTAINS THE IDENTIFICATION OF THE EMPLOYEE. (USE WHEN THE IDENTIFICATION OF THE EMPLOYEE
145	450	133	2280011A	THE CARRIER FAILED TO KEEP A RECORD OF THE HOURS OF DUTY FOR EACH EMPLOYEE. (USE WHEN THE ENTIRE RECORD IS MISSING.)
11	28	2	2280009A3	THE RAILROAD FAILED TO MAKE AVAILABLE EMPLOYEE HOURS OF DUTY RECORDS FOR INSPECTION BY FRA DURING REGULAR BUSINESS HOURS. (USE WHEN RECORDS CUSTODIAN
9	164	0	2280009A2	THE RAILROAD FAILED TO RETAIN EMPLOYEE HOURS OF DUTY RECORDS FOR A PERIOD OF 2 YEARS. (USE WHEN RECORDS HAVE BEEN PURGED OR DESTROYED.)
110	419	127	2280009A1	THE RAILROAD FAILED TO MAINTAIN HOURS OF DUTY RECORDS SIGNED BY THE EMPLOYEE WHOSE TIME IS RECORDED OR, FOR TRAIN CREWS, SIGNED BY THE RANKING EMPLOYE
3	3	0	2250035	ACCESS TO RECORDS AND REPORTS.
5	5	4	2250033A9	FAILURE OF A RAILROAD TO MAINTAIN A COPY OF THE MOST RECENT AUDIT OF THE PERFORMANCE OF THE REPORTING FUNCTION
2	2	1	2250033A2	FAILURE OF A RAILROAD TO FOLLOW THE POLICY STATEMENT AND COMPLAINT PROCEDURES OF ITS INTERNAL CONTROL PLAN BY NOT SUFFICIENTLY DISCIPLINING ANY EMPLOY
12	14	11	2250033A1	FAILURE OF A RAILROAD TO FOLLOW THE POLICY STATEMENT OF ITS INTERNAL CONTROL PLAN BY PERMITTING OR ALLOWING AN EMPLOYEE, SUPERVISOR, MANAGER OR OFFICE
22	22	4	2250033A	FAILURE FOR RAILROAD TO ADOPT AND COMPLY WITH A WRITTEN INTERNAL CONTROL PLAN, AND MAINTAIN IT AT THE OFFICE WHERE THE RAILROAD'S REPORTING OFFICER CO
1	1	0	22500333A	FAILURE OF RAILROAD TO AMEND ITS INTERNAL CONTROL PLAN, AS NECESSARY, TO REFLECT ANY SIGNIFICANT CHANGES TO THE RAILROAD'S INTERNAL REPORTING PROCEDUR
4	4	0	22500332A	FAILURE OF A RAILROAD THAT IS EXCLUDED FROM THE REQUIREMENT OF MAINTAINING ALL TEN COMPONENTS OF AN INTERNAL CONTROL PLAN, TO HAVE A POLICY STATEMENT
20	20	1	22500331A2	FAILURE OF A RAILROAD TO PROPERLY DISSEMINATE THE POLICY STATEMENT AND COMPLAINT PROCEDURE OF ITS INTERNAL CONTROL PLAN TO ALL EMPLOYEES
7	13	2	22500331A	FAILURE OF RAILROAD TO ADOPT AND COMPLY WITH A WRITTEN INTERNAL CONTROL PLAN THAT CONSISTS OF ALL TEN COMPONENTS, AND MAINTAIN IT AT THE OFFICE WHERE
14	33	2	2250033	INTERNAL CONTROL PLANS.
2	12	0	2250027B	FAILURE TO RETAIN A DUPLICATE COPY OF EACH FORM THAT IT SUBMITS TO FRA IN ITS MONTHLY ACCIDENT/INCIDENT REPORT SUBMISSIONS FOR AT LEAST 2 YEARS AFTER
2	2	0	2250027A	FAILURE TO RETAIN FRA FORMS F6180.98, OR THE ALTERNATIVE RAILROAD-DESIGNED EQUIVALENT RECORDS FOR AT LEAST FIVE YEARS AFTER THE END OF THE CALENDAR YE
1	3	0	22500271A	FAILURE TO RETAIN THE MONTHLY LIST OF EMPLOYEE INJURIES AND OCCUPATIONAL ILLNESSES FOR AT LEAST FIVE YEARS AFTER THE END OF THE CALENDAR YEAR TO WHICH
1	1	1	225002514	225002514
3	3	1	225002511	225002511
368	463	31	2250025H	FAILURE TO POST A LISTING OF ALL INJURIES AND OCCUPATIONAL ILLNESSES TO EMPLOYEES AS REPORTED TO FRA, WITHIN 30 DAYS AFTER THE EXPIRATION OF THE MONTH
9	10	0	2250025G	FAILURE OF THE RAILROAD MAINTAINING FRA FORMS F6180.98, OR AN ALTERNATIVE RAILROAD-DESIGNED EQUIVALENT RECORDS, AT A CENTRALIZED LOCATION BUT NOT THRO
160	844	68	2250025F	FAILURE TO ENTER THE REQUIRED INFORMATION ON FRA FORM F6180.98, OR AN ALTERNATIVE RAILROAD-DESIGNED EQUIVALENT RECORD, FOR AN ACCOUNTABLE OR REPORTABL
26	86	1	2250025E	FAILURE OF THE ALTERNATIVE RAILROAD-DESIGNED RECORD, USEO IN LIEU OF FRA FROM F6180.97, TO CONTAIN ALL OF THE INFORMATION REQUIRED BY 225.25(E)(1) TH
14	47	16	2250025D	FAILURE TO MAINTAIN A COPY OF FRA FORM F6180.97, OR AN ALTERNATIVE RAILROAD-DESIGNED EQUIVALENT RECORD, FOR AN ACCOUNTABLE OR REPORTABLE RAIL EQUIPMEN
1	3	0	2250025C	FAILURE TO PROVIDE THE EMPLOYEE, UPON REQUEST, A COPY OF FRA FORM F6180.98, OR THE RAILROAD'S ALTERNATIVE RAILROAD-DESIGNATED EQUIVALENT RECORD, AND A
7	20	1	2250025B	FAILURE OF THE ALTERNATIVE RAILROAD-DESIGNED RECORD, USED IN LIEU OF FRA FROM F6180.98, TO CONTAIN ALL OF THE INFORMATION REQUIRED BY 225.25(B)(1) TH

8	22	1	2250025A	FAILURE TO MAINTAIN A COPY OF FRA FORM F6180.98, OR AN ALTERNATIVE RAILROAD-DESIGNED EQUIVALENT RECORD, FOR AN ACCOUNTABLE OR REPORTABLE CASUALTY TO E
1	1	0	22500254H	FAILURE TO MAKE REFFRENCE ON THE LISTING OF INJURIES AND OCCUPATIONAL ILLNESSES TO THE FACT THAT THERE WERE NO REPORTABLE INJURIES OR OCCUPATIONAL ILL
7	8	0	22500253H	FAILURE OF THE LISTING OF EMPLOYEE INJURIES AND OCCUPATIONAL ILLNESSES REPORTED TO FRA TO CONTAIN ALL OF THE INFORMATION REQUIRED BY 225.25(H)(1) THR
5	6	0	22500252H	FAILURE TO DISPLAY IN DATE SEQUENCE THE INJURIES AND ILLNESSES SUSTAINED BY EMPLOYEES, ON THE LISTING OF ALL INJURIES AND OCCUPATIONAL ILLNESSES REPOR
1	1	0	22500252G	FAILURE OF THE RAILROAD MAINTAINING FRA FORMS F6180.97, OR AN ALTERNATIVE RAILROAD-DESIGNED EQUIVALENT RECORDS, AT A CENTRALIZED LOCATION BUT NOT THRO
87	91	2	22500251H	FAILURE TO POST A CURRENT AND COMPLETE LISTING OF ALL EMPLOYEE INJURIES AND OCCUPATIONAL ILLNESSES REPORTED TO FRA FOR THE PAST CONSECUTIVE TWELVE MON
5	18	0	22500251F	FAILURE TO ENTER THE REQUIRED INFORMATION ON FRA FORM F6180.97, OR AN ALTERNATIVE RAILROAD-DESIGNED EQUIVALENT RECORD, FOR AN ACCOUNTABLE OR REPORTABL
4	4	1	22500251B	FAILURE OF THE ALTERNATIVE RAILROAD-DESIGNED RECORD, USED IN LIEU OF FRA FORM F6180.98, TO HAVE THE ORDER OF INFORMATION CONSISTENT FROM ONE SUCH RECO
4	5	0	2250025	RECORDKEEPING.
2	2	0	2250023	JOINT OPERATIONS.
1	25	0	2250021	FORMS.
2	3	0	2250019	PRIMARY GROUPS OF ACCIDENTS/INCIDENTS.
5	6	0	2250017D3	FAILURE TO REPORT DRUG AND/OR ALCOHOL TESTING PERFORMED, OR DRUG AND/OR ALCOHOL USE BY EMPLOYEES, ON FRA FORM F6180.55A, IN RELATION TO A TRAIN INCIDE
3	3	0	2250017D1	FAILURE TO REPORT DRUG AND/OR ALCOHOL TESTING PERFORMED, OR DRUG AND/OR ALCOHOL USE BY EMPLOYEES, ON FRA FORM F6180.54 FOR A REPORTABLE RAIL EQUIPMENT
1	1	0	2250015	ACCIDENTS/INCIDENTS NOT TO BE REPORTED.
1	1	0	22500135	FAILURE TO PROVIDE A LETTER OF EXPLANATION TO FRA CONCERNING THE REASON FOR LATE REPORTING OF A REPORTABLE RAIL EQUIPMENT ACCIDENT/INCIDENT THAT OCCUR
2	2	1	22500133	FAILURE TO REPORT ON FRA FORM F6180.57 WITHIN 30 DAYS AFTER THE EXPIRATION OF THE MONTH DURING WHICH THE ACCIDENT/INCIDENT OCCURRED, A HIGHWAY-RAIL GR
5	5	4	22500132	FAILURE TO REPORT ON FRA FORM F6180.54 WITHIN 30 DAYS AFTER THE EXPIRATION OF THE MONTH DURING WHICH THE ACCIDENT/INCIDENT OCCURRED, A REPORTABLE RAIL
3	8	1	22500131	FAILURE TO REPORT ON FRA FORM F6180.55A WITHIN 30 DAYS AFTER EXPIRATION OF THE MONTH DURING WHICH THE REPORTABLE CASUALTY OCCURRED, INVOLVING (NAME) (
10	34	12	2250013	LATE REPORTS.
13	13	13	2250012B2I	FAILURE TO PROVIDE IDENTIFIED EMPLOYEE WITH FRA FORM F6180.78 AND OTHER FORMS RELATING TO THE HUMAN FACTOR CAUSED REPORTABLE RAIL EQUIPMENT ACCIDENT/I
13	13	13	2250012A	FAILURE TO FILE A FRA FORM F6180.81 FOR A REPORTABLE RAIL EQUIPMENT ACCIDENT/INCIDENT HAVING A HUMAN FACTOR CAUSE ASSIGNED THAT OCCURRED ON (DATE) (LO
2	2	0	2250012	RAIL EQUIPMENT ACCIDENT/INCIDENT REPORTS ALLEGING EMPLOYEE HUMAN FACTOR AS A CAUSE
44	83	3	22500119	FAILURE TO PROPERLY REPORT REQUIRED DETAILS ON FRA FORM F6180.54 FOR A REPORTABLE RAIL EQUIPMENT ACCIDENT/INCIDENT THAT OCCURRED ON (DATE) (LOCATION)
9	9	0	22500118	FAILURE TO ACCURATELY REPORT ON FRA FORM F6180.54 THE MOST APPLICABLE AVAILABLE CAUSE FOR A REPORTABLE RAIL EQUIPMENT ACCIDENT/INCIDENT THAT OCCURRED
40	50	39	22500117	FAILURE TO REPORT ON FRA FORM F6180.54, A REPORTABLE RAIL EQUIPMENT ACCIDENT/INCIDENT THAT OCCURRED ON (DATE) (LOCATION) (INVOLVING TRAIN OR JOB NUMBE
32	34	4	22500116	FAILURE TO PROPERLY REPORT REQUIRED DETAILS ON FRA FORM F6180.55A FOR A REPORTABLE CASUALTY INVOLVING (NAME) (OCCUPATION, IF EMPLOYEE) (DATE OF INJURY
2	2	0	22500115	FAILURE TO PROVIDE A MEANINGFUL NARRATIVE ON FRA FORM F6180.55A, WHEN THE CIRCUMSTANCE CODES ENTERED DO NOT FULLY DESCRIBE HOW THE REPORTABLE CASUALTY

57	61	57	22500114	FAILURE TO REPORT ON FRA FORM F6180.55A, A REPORTABLE CASUALTY INVOLVING (NAME) (OCCUPATION, IF EMPLOYEE) (DATE OF INJURY/ILLNESS) (LOCATION) (RAILROA
4	6	0	22500112	FAILURE TO FILE WITH FRA AN ACCURATE AND COMPLETE FRA FORM F6180.55 FOR THE MONTH OF (MONTH/YEAR).
3	6	0	225001112	FAILURE TO FILE WITH FRA A COMPLETED COPY OF FRA FORM F6180.56, "ANNUAL RAILROAD REPORT OF MANHOURS BY STATE," WITH THE RAILROAD'S MONTH OF DECEMBER A
15	131	1	225001111	FAILURE TO PROPERLY REPORT REQUIRED DETAILS ON FRA FORM F6180.57 FOR A HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT THAT OCCURRED ON (DATE) (LOCATION
39	39	35	225001110	FAILURE TO REPORT ON FRA FORM F6180.57, A HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT THAT OCCURRED ON (DATE) (LOCATION) (INVOLVING TRAIN OR JOB NUM
10	27	0	22500111	FAILURE TO FILE WITH FRA AN FRA FORM F6180.55 FOR THE MONTH OF (MONTH/YEAR).
122	341	52	2250011	REPORTS OF ACCIDENTS/INCIDENTS.
2	2	2	2250009A2	FAILURE TO PROVIDE TELEPHONIC NOTIFICATION FOR DEATH OR INJURY OF FIVE OR MORE PERSON
2	2	1	2250009A1	FAILURE TO PROVIDE TELEPHONIC NOTIFICATION FOR A DEATH OF A RAIL PASSENGER OR AN ON-DUTY RAILROAD EMPLOYE
18	18	11	2250009	TELEPHONIC REPORTS OF CERTAIN ACCIDENTS/INCIDENTS.
8	10	0	2230017B1	GLAZING MATERIAL NOT MARKED OR IMPROPERLY MARKED
42	43	0	2230017A1	EQUIPMENT NOT STENCILED OR STENCIL IMPROPER
38	222	84	2230015E1	MISSING/DEFECTIVE/INOPERATIVE EMERGENCY WINDOWS
4	6	0	2230015D2	PASSENGER CAR SIDE FACING WINDOWS NOT REPLACED WITH CERTIFIED GLAZING WITHIN 30 DAYS FROM DATE OF BREAKAGE OR DAMAGE (ACTS OF VANDALISM)
2	2	0	2230015B1	PASSENGER CAR SIDE FACING IMPROPER
1	1	0	2230015A1	PASSENGER CAR FORWARD AND REARWARD END FACING IMPROPER
6	13	0	2230013D1	CABOOSE FORWARD AND REARWARD WINDOWS NOT REPLACED WITH CERTIFIED GLAZING WITHIN 30 DAYS FROM THE DATE OF BREAKAGE OR DAMAGE (ACTS OF VANDALISM)
3	3	0	2230013C1	CABOOSE NOT EQUIPPED WITH CERTIFIED GLAZING
9	35	0	2230013B1	CABOOSE SIDE FACING IMPROPER
4	6	0	2230013A1	CABOOSE FORWARD AND REARWARD END FACING IMPROPER
1	1	0	2230011D2	LOCOMOTIVE NOT REMOVED FROM SERVICE OR PROPERLY REPAIRED (ACTS OF VANDALISM)
7	7	0	2230011D1	LOCOMOTIVE NOT PLACED IN DESIGNATED SERVICE WITHIN 48 HOURS (ACTS OF VANDALISM)
13	28	0	2230011C1	LOCOMOTIVE NOT EQUIPPED WITH CERTIFIED GLAZING
25	25	0	2230011B1	LOCOMOTIVE SIDE FACING IMPROPER
26	31	0	2230011A1	LOCOMOTIVE FORWARD AND REARWARD END FACING IMPROPER
9	26	0	2230009D2	MARKING OF EMERGENCY ACCESS WINDOWS.
1	1	0	2230009D1	MARKING OF EMERGENCY EGRESS WINDOWS.
5	5	0	2230009C1	PASSENGER CAR GLAZING IMPROPER (INCLUDES SELF-PROPELLED PASSENGER CAR)
6	6	0	2230009B1	CABOOSE GLAZING IMPROPER
41	46	4	2230009A1	LOCOMOTIVE GLAZING IMPROPER
1	4	0	2230007B1	NOT IN COMPLIANCE WITH WAIVER PETITION
3	5	0	2230007A1	GLAZING FAILS TO MEET REQUIREMENTS OF APPENDIX A
3	3	0	2220021B	FAILURE TO SOUND HORN AT LEAST 15 SECONDS, BUT NOT MORE THAN 20 SECONDS IN ADVANCE OF THE CROSSING, OR, FOR TRAINS TRAVELING 60 MPH OR FASTER, SOUNDIN
1	1	0	2220021A2	FAILURE TO SOUND LOCOMOTIVE HORN IN THE REQUIRED PATTERN WHEN APPROACHING AND OCCUPYING A PUBLIC HIGHWAY-RAIL GRADE CROSSING.
2	2	0	2220021A1	FAILURE TO SOUND HORN WHEN APPROACHING AND OCCUPYING EACH PUBLIC HIGHWAY-RAIL GRADE CROSSING.

1	1	0	2210015B1	INSPECTION PROCEDURE OF REAR END MARKING DEVICE IMPROPER
2	2	0	2210014A1	USE OF REAR END MARKING DEVICE NOT APPROVED BY FRA
1	1	0	2210014	UNAPPROVED/NON-COMPLYING DEVICE
1	1	0	2210013C	Cell activation mechanisimshall illuminate /flash continiously when there is less than 1.0 candelaper square meter.
2	2	0	2210013B	Continuiously illuminated 1 hour before sunset and 1 hour before sunriseand during all other hours when weather conditionsrestrict visability on 1/2 m
2	2	0	2210013A4	REAR END MARKING DEVICE DISPLAYED LESS THAN 48" FROM THE TOP OF RAIL
9	9	1	2210013A3	REAR END MARKING DEVICE IMPROPERLY ILLUMINATED
34	35	6	2210013A2	FAILURE TO DISPLAY REAR END MARKING DEVICE WHEN REQUIRED
1	1	0	2210013A	During periods perscribed in this section each train to which this part applies that occupies or operates on main track ,be equipped with, display,on
1	1	0	2210013	MARKING DEVICE DISPLAY
2	2	0	2200061B6	A MANDATORY DIRECTIVE THAT WAS NOT COMPETED OR COMPLY WITH THE RAILROAD'S OPERATING RULES AND 49 CFR PART 220 WAS ACTED UPON
1	1	0	2200061B5II	EMPLOYEE RESPONSIBLE FOR QN TRACK SAFETY OF ON TRACK EQUIPMENT FAILED TO HAVE A WRITTEN COPY OF A MANDATORY DIRECTIVE AND RETAIN A COPY WHILE IT IS IN
6	7	0	2200061B5I	BEFORE A TRAIN CREW ACTED UPON A MANDATORY DIRECTIVE EITHER THE ENGINEER OR THE CONDUCTOR FAILED TO HAVE A WRITTEN COPY OF THE MANDATORY DIRECTIVE
10	10	6	2200061B4	AN EMPLOYEE, HAVING RECEIVED A MANDATORY DIRECTIVE, FAILED TO IMMEDIATELY REPEAT IT IN ITS ENTIRETY
10	11	4	2200061B3	THE EMPLOYEE COPYING A MANDATORY DIRECTIVE IN WRITING FAILED TO USE THE FORMAT PRESCRIBED IN THE RAILROAD'S OPERATING RULES
2	2	0	2200061B2	THE EMPLOYEE RECEIVING AND COPING THE MANDATORY DIRECTIVE FAILED TO STATE EITHER THEIR NAME, IDENTIFICATION, LOCATION AND/OR READINESS TO RECEIVE AND
2	3	3	2200061B1	THE TRAIN DISPATCHER OR OPERATOR FAILED O CALL THE ADRESSEES OF A MANDATORY DIRECTIVE AND STATE THE INTENTION TO TRANSMIT A MANDATORY DIRECTIVE
7	13	6	22000612B5I	A MANDATORY DIRECTIVE THAT HAS BEEN FULFILLED OR CANCELED WAS NOT MARKED WITH A "X" OR IN ACCORDANCE WITH THE RAILROAD'S OPERATING RULES AND RETAINED
2	2	0	22000612B4	THE EMPLOYEE WHO COPIED A MANDATORY DIRECTIVE FAILED TO ACKNOWLEDGE THE DISPATCHER OR OPERATOR BY REPEATING TME AND NAME OF THE EMPLOYEE AUTHORIZED TO
1	1	0	22000612B2	A MANDATORY DIRECTIVE WAS TRANSMITTED TO EMPLOYEES ON MOVING EQUIPMENT THAT IMPAIRED THE SAFE OPERATION OF THAT EQUIPMENT
4	5	3	22000611B5I	BOTH THE ENGINEER AND CONDUCTOR FAILED TO MAKE CERTAIN THAT A WRITTEN MANDATORY DIRECTIVE WAS READ AND UNDERSTOOD BY ALL MEMBERS OF THE CREW RESPONSIB
3	4	3	22000611B4	THE DISPATCHED FAILED TO PROPERLY VERIFY THE ACCURACY OF A MANDATORY DIRECTIVE BEFORE STATING THE TIME AND NAME OF THE EMPLOYEE AUTHORIZED TO ISSUE MA
4	4	1	22000611B2	THE EMPLOYEE OPERATING THE CONTROLS OF MOVING EQUIPMENT RECEIVED AND COPIED A MANDATORY DIRECTIVE
17	21	2	22000611A	A MANDATORY DIRECTIVE WAS TRANSMITTED VIA RADIO NOT IN ACCORDANCE WITH THE RAILROAD'S OPERATING RULES NOR 49 CFR PART 220
1	2	0	2200051B	RADIO COMMUNICATIONS WERE USED, IN VIOLATION OF THE RAILROAD'S OPERATING RULES, TO CONVEY INSTRUCTIONS THAT WOULD HAVE OR HAD THE EFFECT OF OVERRIDING
1	1	0	2200051A	INFORMATION ABOUT A POSITION OR ASPECT OF A FIXED SIGNAL WAS GIVEN TO A TRAIN CREW BY A PERSON NOT A MEMBER OF THAT TRAIN CREW
4	4	0	22000493	IF THE RADIO INSTRUCTIONS USED IN A SHOVING, BACKING OR PUSHING MOVEMENT ARE NOT UNDERSTOOD, THE MOVEMENT SHALL BE STOPPED IMMEDIATELY
21	25	8	22000492	UNLESS ADDITIONAL INSTRUCTIONS ARE RECEIVED THE MOVEMENT OF A SHOVING, BACKING OR PUSHING MOVEMENT SHALL STOP WITHIN ONE HALF THE LAST SPECIFIED DISTA
80	133	11	22000491	IF RADIO COMMUNICATIONS IS USED TO IN CONNECTION WITH A SHOVING, BACKING OR

				PUSHING A TRAIN, LOCOMOTIVE OR CAR THE EMPLOYEE DIRECTING THAT MOVEMENT SH
1	1	0	22000471	AN INITIAL EMERGENCY RADIO TRANSMISSION SHALL BE PROCEEDED BY THE WORD "EMERGENCY" REPEATED THREE TIMES.
19	22	1	2200045	RADIO COMMUNICATION, NOT FULLY UNDERSTOOD OR COMPLETED IN ACCORDANCE TO 49 CFR PART 220 AND RAILROAD RULES WAS ACTED UPON INSTEAD OF TREATED AS THOUGH
196	444	3	2200043	RADIO COMMUNICATIONS USED IN CONNECTION WITH RAILROAD OPERATIONS IN A MANNER THAT CONFLICTS WITH THE REQUIREMENTS OF 49 CFR PART 220, FCC REGULATIONS
1	1	0	2200039	RADIOS USED IN RAILROAD OPERATIONS SHALL BE TURNED ONTO THE APPROPRIATE CHANNEL AS DESIGNATED IN 49 CFR PART 220.23 AND ADJUSTED TO RECEIVE
1	1	0	2200037A	A RADIO OR OTHER WIRELESS COMMUNICATION EQUIPMENT WAS NOT TESTED AS SOON AS PRACTICABLE TO ENSURE THAT THE EQUIPMENT FUNCTIONED AS INTENDED PRIOR TO C
62	112	2	2200035B	IN A RADIO TRANSMISSION, NOT RELATED TO YARD SWITCHING OPERATION TO WHICH NO RESPONSE IS EXPECTED, AN EMPLOYEE FAILED TO STATE THEIR IDENTIFICATION FO
62	133	0	2200035A	IN A RADIO TRANSMISSION, NOT RELATED TO YARD SWITCHING OPERATION, AT THE CLOSE OF EACH TRANSMISSION TO WHICH A RESPONSE WAS EXPECTED THE TRANSMITTING
8	12	0	2200033B	AN EMPLOYEE RECEIVING A TRANSMISSION, NOT RELATING TO YARD SWITCHING OPERATIONS, A RECORDED MESSAGE OR GENERAL IN NATURE, FAILED TO REPEAT IT TO THE T
6	13	3	2200033A	AN EMPLOYEE RECEIVING A RADIO CALL FAILED TO PROMPTLY ACKNOWLEDGE THE CALL BY IDENTIFYING THE EMPLOYEE'S STATION IN ACCORDANCE WITH 49 CFR PART 220.27
1	2	0	2200031C	BEFORE TRANSMITTING BY RADIO AND EMPLOYEE FAILED TO: VERIFY THAT THE EMPLOYEE HAD MADE RADIO CONTACT WITH THE PERSON OR STATION WITH WHOM THE EMPLOYEE
27	47	0	2200031B	BEFORE TRANSMITTING BY RADIO AND EMPLOYEE FAILED TO: IDENTIFY THE EMPLOYEE'S STATION IN ACCORDANCE WITH THE REQUIREMENTS OF 49 CFR PART 220.27
9	12	0	2200031A	BEFORE TRANSMITTING BY RADIO AND EMPLOYEE FAILED TO: LISTEN TO ENSURE THAT THE CHANNEL ON WHICH THE EMPLOYEE INTENDED TO TRANSMIT WAS NOT ALREADY IN U
38	57	3	22000311C	AN EMPLOYEE FAILED TO REOUIRE A PROPER IDENTIFICATION BEFORE PROCEEDING WITH A TRANSMISSION
4	9	0	2200029C	NUMBERS WERE NOT SPOKEN BY DIGIT THAT WERE NOT EXACT MULTIPLES OF HUNDREDS OR THOUSANDS.
1	4	0	2200029A	ALTHOUGH NECESSARY FOR CLARITY A PHONETIC ALPHABET WAS NOT USED TO PRONOUNCE LETTERS USED AS INITIALS FOR OTHER THAN THE INITIALS OF THE RAILROAD
19	26	0	2200027B3	IDENTIFICATION OF EACH MOBILE STATION, WHEN NOT IN CONNECTION WITH SWITCHING, CLASSIFICATION AND SIMILAR OPERATIONS WHOLLY INSIDE A YARD, WHEN NECESS
69	118	4	2200027B2	IDENTIFICATION OF EACH MOBILE STATION, WHEN NOT IN CONNECTION WITH SWITCHING, CLASSIFICATION AND SIMILAR OPERATIONS WHOLLY INSIDE A YARD DID NOT CONS
95	168	2	2200027B1	IDENTIFICATION OF EACH MOBILE STATION, WHEN NOT IN CONNECTION WITH SWITCHING, CLASSIFICATION AND SIMILAR OPERATIONS WHOLLY INSIDE A YARD, DID NOT INC
41	78	0	2200027B	EXCEPT IN CONNECTION WITH SWITCHING, CLASSIFICATION AND SIMILAR OPERATIONS WHOLLY INSIDE A YARD EACH MOBILE STATION WILL IDENTIFY THEIR STATION CONSIS
17	32	0	2200027A2	THE NAME AND LOCATION OF OFFICE OR OTHER UNIQUE DESIGNATION, WHEN NOT IN CONNECTION WITH SWITCHING, CLASSIFICATION AND SIMILAR OPERATIONS WHOLLY INSID
64	133	1	2200027A1	IDENTIFICATION OF EACH BASE, WAYSIDE OR YARD STATION, WHEN NOT IN CONNECTION WITH SWITCHING, CLASSIFICATION AND SIMILAR OPERATIONS WHOLLY INSIDE A YA
58	118	15	2200027A	EXCEPT IN CONNECTION WITH SWITCHING, CLASSIFICATION AND SIMILAR OPERATIONS WHOLLY INSIDE A YARD EACH BASE, WAYSIDE OR YARD STATION SHALL INCLUDE THE
7	11	1	2200025B	EMPLOYEES MUST BE INSTRUCTED IN THE PROPER USE OF RADIO COMMUNICATION AS PER THE PROGRAM OF INSTRUCTION PRESCRIBED IN 49 CFR PART 217.11
6	6	1	2200025A	EMPLOYEE MUST HAVE RECEIVED COPY OF THE RAILROAD'S RULES GOVERNING USE OF RADIO COMMUNICATION IN RAILROAD OPERATIONS
1	1	0	2200023	RAILROADS MUST DESIGNATE AND PUBLISH IN EITHER TIMETABLE OR SPECIAL INSTRUCTION THE LOCATIONS OF RADIO BASE STATIONS, WHERE & WHEN WAYSIDE STATIONS MA
13	17	0	2200021A	RAILROAD OPERATING RULES WITH RESPECT TO RADIO COMMUNICATIONS MUST COMPLY

				WITH 49 CFR PART 220
1	1	0	2200013A	EMPLOYEES MUST IMMEDIATELY REPORT BY THE QUICKEST MEANS AVAILABLE DERAILMENTS, COLLISIONS, STORMS, WASHOUTS, FIRES, OBSTRUCTIONS OR OTHER HAZARDOUS CO
4	5	0	2200011B	EMPLOYEES DESIGNATED TO PROVIDE ON-TRACK SAFETY FOR A ROADWAY WORK GROUP OR GROUPS AND EACH LONE WORKER SHALL BE PROVIDED & MAINTAIN IMMEDIATE ACCESS
3	3	1	22000111B	IF THE EMPLOYEES DESIGNATED TO PROVIDE ON-TRACK SAFETY FOR A ROADWAY WORK GROUP OR GROUPS OR THE LONE WORKER DOES NOT HAVE IMMEDIATE ACCESS TO A WORKI
1	1	0	2200009B3	TRAINS ENGAGING IN JOINT OPERATIONS WHERE MAXIMUM TRACK SPEEDS ARE LIMITED TO 25MPH OR LESS SHALL BE EQUIPPED WITH WORKING WIRELESS COMMUNICATIONS IN
1	1	0	2200009B2	TRAINS OPERATING AT GREATER THAN 25 MPH SHALL HAVE A WORKING RADIO IN THE OCCUPIED CONTROLLING LOCOMOTIVE.
1	1	1	2200009A	EACH OCCUPIED CONTROLLING LOCOMOTIVE SHALL HAVE A WORKING RADIO
2	2	1	22000091A	EACH TRAIN MUST HAVE COMMUNICATIONS REDUNDANCY
2	4	0	2190903C	FAILURE TO MAINTAIN RECORDS REQUIRED TO BE KEPT FOR 2 YEARS
1	16	0	2190903B	FAILURE TO MAINTAIN RECORDS REQUIRED TO BE KEPT FOR 5 YEARS
5	19	0	2190901C	FAILURE TO MAINTAIN RECORDS REQUIRED TO BE KEPT FOR 2 YEARS
4	23	0	2190901A	FAILURE TO MAINTAIN RECORDS REQUIRED TO BE KEPT BY PART 40
2	2	0	2190803E	FAILURE TO INCLUDE REQUIRED DATA
1	1	0	2190803C	FAILURE TO SUBMIT ACCURATE MIS REPORT
3	3	0	2190801C	FAILURE TO SUBMIT ACCURATE MIS REPORT
3	3	1	2190701C	TESTING NOT PERFORMED IN A TIMELY MANNER
36	64	0	2190701B	FAILURE TO COMPLY WITH PART 40 PROCEDURES IN SUBPART B, D, F OR G DRUG TESTING
47	102	0	2190701A	FAILURE TO COMPLY WITH PART 40 PROCEDURES IN SUBPART B, D, F OR G ALCOHOL TESTING
116	326	0	2190701	FAILURE TO COMPLY WITH PART 40 PROCEDURES IN SUBPART B, D, F OR G TESTING (USE SUBRULE "A" FOR DRUGS AND "B" FOR ALCOHOL)
1	3	0	2190609	FAILURE TO DOCUMENT REASON FOR NOT TESTING SELECTED EMPLOYEE
3	3	0	2190608E	TOTAL NUMBER OF TESTS BELOW MINIMUM RANDOM ALCOHOL TESTING RATE
2	2	0	2190607B8	ADVANCE NOTICE PROVIDED TO EMPLOYEE
1	1	0	2190607B5	TESTING WHEN EMPLOYEE NOT ON DUTY
11	25	0	2190607B	FAILURE TO MEET RANDOM TESTING CRITERIA
1	1	0	2190607A2	FAILURE TO FILE AMENDMENT TO PROGRAM
2	4	3	2190607A	FAILURE TO INCLUDE COVERED SERVICE EMPLOYEE IN POOL
8	23	2	2190603	FAILURE TO DOCUMENT REASON FOR NOT TESTING SELECTED EMPLOYEE
6	6	2	2190602F	TOTAL NUMBER OF TESTS BELOW MINIMUM RANDOM DRUG TESTING RATE
3	3	1	2190601B6	TESTING WHEN EMPLOYEE NOT ON DUTY
6	6	0	2190601B4	ADVANCE NOTICE PROVIDED TO EMPLOYEE
22	40	0	2190601B3	TESTING NOT DISTRIBUTED THROUGHOUT THE DAY
14	24	0	2190601B2IB	TESTING NOT SPREAD THROUGHOUT THE YEAR
7	7	4	2190601B1I	FAILURE TO USE A NEUTRAL SELECTION PROCESS
19	29	3	2190601B	FAILURE TO MEET RANDOM TESTING CRITERIA
8	8	0	2190601A2	FAILURE TO FILE AMENDMENT TO PROGRAM
12	12	4	2190601A1	FAILURE TO FILE A RANDOM PROGRAM
7	16	4	2190601A	FAILURE TO INCLUDE COVERED SERVICE EMPLOYEE IN POOL
9	16	0	2190502A	CONDITIONS FOR ALCOHOL TESTING NOT CONSISTENT
25	48	5	2190501A	FAILURE TO PERFORM PRE-EMPLOYMENT DRUG TEST BEFORE FIRST TIME EMPLOYEE PERFORMS COVERED SERVICE

12	15	0	2190401B	FAILURE TO PUBLISH AND/OR IMPLEMENT REQUIRED POLICY
16	17	4	2190302A	SPECIMEN COLLECTION NOT CONDUCTED PROMPTLY
2	2	0	2190301B3	TESTED WHEN OPERATING RULES VIOLATION CRITERIA NOT MET
5	11	5	2190301B2	TESTED WHEN ACCIDENT/INCIDENT CRITERIA NOT MET
13	32	5	2190300A2	TESTED WHEN REASONABLE SUSPICION CRITERIA NOT MET
5	5	1	2190300A1	FAILURE TO TEST WHEN REASONABLE SUSPICION CRITERIA MET
1	1	0	2190211C	FAILURE OF MRO TO REPORT REVIEW OF POSITIVE RESULTS TO FRA
2	2	0	2190209C	FAILURE TO MAINTAIN REPORT EXPLAINING WHY TEST NOT CONDUCTED WITHIN FOUR HOURS
1	1	0	2190207A1	FAILURE TO ENSURE TIMELY COLLECTION AND SHIPMENT OF REQUIRED SPECIMENS
1	1	0	2190207A	FAILURE TO TEST
3	3	0	2190205D	FAILURE TO PROMPTLY OR PROPERLY FORWARD SPECIMENS
23	25	0	2190205B	FAILURE TO PROVIDE PROPERLY PREPARED FORMS WITH SPECIMENS
59	118	0	2190205A	FAILURE TO OBSERVE REQUIREMENTS WITH RESPECT TO SPECIMEN COLLECTION, MARKING AND HANDLING
5	6	0	2190203C	INDEPENDENT MEDICAL FACILITY NOT UTILIZED
18	21	0	2190203B1	DELAY IN OBTAINING SPECIMENS DUE TO FAILURE TO MAKE EVERY REASONABLE EFFORT
3	6	4	2190203A1II	NON-COVERED SERVICE EMPLOYEE TESTED
6	47	0	2190201C2	TESTING PERFORMED AFTER NON-QUALIFYING EVENT
1	6	0	2190201C1I	FAILURE TO MAKE GOOD FAITH DETERMINATION
9	12	5	2190201A	FAILURE TO TEST AFTER A QUALIFYING EVENT (EACH EMPLOYEE NOT TESTED IS A VIOLATION)
19	19	0	2190105B	FAILURE TO EXERCISE DUE DILIGENCE TO ASSURE COMPLIANCE WITH PROHIBITION
8	8	2	2190104D	EMPLOYEE IMPROPERLY RETURNED TO SERVICE
6	6	1	2190104C	FAILURE TO PROVIDE PROMPT HEARING
2	2	0	2190104B	FAILURE TO PROVIDE NOTICE FOR REMOVAL
4	4	2	2190104A	FAILURE TO REMOVE EMPLOYEE FROM COVERED SERVICE IMMEDIATELY
14	14	0	2190103A	FAILURE TO TRAIN EMPLOYEE PROPERLY ON REQUIREMENTS
9	9	0	2190102	EMPLOYEE VIOLATES PROHIBITIONS
5	18	0	2190101	EMPLOYEE VIOLATES PROHIBITIONS
3	3	0	2190023F	NON-FEDERAL PROVISIONS NOT CLEARLY DESCRIBED AS INDEPENDENT AUTHORITY
48	79	1	2190023E	EDUCATIONAL MATERIALS FAIL TO EXPLAIN REQUIREMENTS OF THIS PART AND/OR INCLUDE REQUIRED CONTENT
44	70	0	2190023D	FAILURE TO PROVIDE EDUCATIONAL MATERIALS
29	98	2	2190023B	FAILURE TO PROVIDE WRITTEN NOTICE OF BASIS FOR FRA TEST OR USE OF DOT FORM FOR NON-FEDERAL TEST
1	1	0	2190023A	FAILURE TO PROVIDE WRITTEN NOTICE OF FRA TEST
60	76	7	2190011G	FAILURE TO MEET SUPERVISORY TRAINING REQUIREMENTS OR PROGRAM OF INSTRUCTION NOT AVAILABLE OR PROGRAM NOT COMPLETE
1	1	0	2190011D	EMPLOYEE UNLAWFULLY REQUIRED TO EXECUTE A WAIVER OF RIGHTS
1	1	0	2190011B3	EMPLOYEE FAILS TO REMAIN AVAILABLE
19	20	4	2190003	RAILROAD DOES NOT HAVE REQUIRED PROGRAM
1	1	0	218007906	WARNING SIGNAL NOT LOCATED AT SWITCH LINED AGAINST MOVEMENT OR DERAIL NOT PLACED ON TRACK TO RESTRICT MOVEMENTS TO OCCUPIED CAMP CARS ON OTHER THAN MA
2	2	0	218007904	DERAIL PLACED ON OTHER THAN MAIN TRACK NOT SECURED WITH EFFECTIVE LOCKING DEVICE.
				DERAIL PLACED ON OTHER THAN MAIN TRACK LESS THAN 150 FEET FROM THE OCCUPIED

1	1	0	218007903	CAMP CARS TO BE PROTECTED.
2	3	0	218007505	MANUALLY OPERATED SWITCH PROVIDING ACCESS TO TRACK ON WHICH OCCUPIED CAMP CAR(S) ARE LOCATED NOT SECURED WITH AN EFFECTIVE LOCKING DEVICE AND/OR SPIKE
1	1	0	218007501	WARNING SIGNAL NOT DISPLAYED AT OR NEAR SWITCH PROVIDING ACCESS.
1	1	0	218007301	FAILURE TO DISPLAY WARNING SIGNAL.
1	1	1	2180073	DESCRIPTION NOT PROVIDED BY RRS-10
10	10	3	2180059	OPERATION WITH DISABLED SAFETY DEVICE-RAILROAD
5	5	1	2180057	OPERATION WITH DISABLED SAFETY DEVICE-INDIVIDUAL
4	7	0	2180055A1	DESCRIPTION NOT PROVIDED BY RRS-1
71	91	4	2180055	TAMPERING WITH SAFETY DEVICES
1	1	0	2180039A1	When transportation employees working in the bowl track(s) are required to place themselves between rolling equipment, the operator of any remotely co
3	3	0	2180037A1	Each railroad shall have in effect an operating rule which complies with the requirements of this section (a) (1)
34	37	0	2180037	FLAG PROTECTION.
1	1	0	2180035C	EACH RAILROAD SHALL DESIGNATE IN THE OPERATING RULE PRESCRIBED IN (B) OF THIS SECTION THE CLASS OR CLASSES OF TRAINS WHICH SHALL HAVE PRIORITY ON THE
3	3	0	2180035B2	DESCRIPTION NOT PROVIDED BY RRS-10
3	3	0	2180035A2	Timetable, train orders or special instruction
10	14	0	2180035A1	Yard limit signs
11	13	0	2180035	YARD LIMITS.
1	1	0	2180030C3	The date and time the operator notified the EIC that protection had been providedin accordance with (a) of this sectiojn.
1	1	0	2180030C1	Name and craft of the employee in charge
4	13	0	2180030C	(c) The operator must maintain for 15 days a written record for each notification as discribed in this section 1 through 4.
3	41	0	2180030B2	WRITTEN NOTIFICATION RECORD INCOMPLETE OR DOES NOT CONTAIN THE REQUIRED INFORMATION
2	3	0	2180030B1	NO WRITTEN NOTIFICATION RECORD
1	1	0	2180030A3	LOCKING DEVICE ON SWITCH CONTROL INEFFECTIVE
2	4	0	2180029F5	DERAIL NOT LOCKED WITH AN EFFECTIVE LOCKING DEVICE
1	1	0	2180029F4	DERAIL NOT LOCKED
1	1	0	2180029F3	DERAIL INEFFECTIVE OR NOT PLACED IN DERAILING POSITION
1	1	0	2180029F2	BLUE SIGNAL NOT DISPLAYED AT DERAIL
4	4	1	2180029F1	PROTECTED EQUIPMENT POSITIONED LESS THAN 150 FEET FROM DERAIL
1	2	2	2180029E5	DERAIL NOT LOCKED
3	3	1	2180029E4	DERAIL INEFFECTIVE OR NOT APPLIED IN DERAILING POSITION
3	3	0	2180029E3	BLUE SIGNAL NOT DISPLAYED AT DERAIL
1	1	0	2180029E1	SPEED EXCEEDS FIVE MILES PER HOUR IN SHOP AREA PROTECTED BY DERAILS
2	5	0	2180029D5	SWITCH PROVIDING ACCESS TO SHOP AREA NOT LOCKED WITH AN EFFECTIVE LOCKING DEVICE
2	2	1	2180029D3	SWITCH PROVIDING ACCESS TO SHOP AREA NOT LINED AGAINST MOVEMENT
3	3	0	2180029D2	BLUE SIGNAL NOT DISPLAYED AT EACH SWITCH PROVIDING ACCESS TO SHOP AREA
1	1	0	2180029D1	NO EXCEPTION TAKEN, BLUE SIGNAL PROTECTION PROPERLY DISPLAYED AT A CAR REPAIR SHOP AREA
1	4	0	2180029C6	WORKMAN WERE NOT NOTIFIED PRIOR TO MOVEMENT OF EQUIPMENT ON TRACK WHERE THEY WERE PERFORMING DUTIES WHICH REQUIRED PROTECTION

1	1	0	2180029C5	BLUE SIGNAL PROTECTION NOT IMMEDIATELY RESTORED FOLLOWING MOVEMENT IN/OUT OF SERVICE AREA
1	1	1	2180029C4	LOCOMOTIVE REPOSITIONED IN SERVICE AREA WITHOUT NOTIFYING WORKMEN ON AFFECTED TRACK
1	1	0	2180029C	(c) When working on under, or between any equipment on any track other than a main track: 1 and 2 apply
6	8	0	2180029B6	INEFFECTIVE LOCKING DEVICE ON DERAIL
10	10	1	2180029B5	DERAIL NOT LOCKED
9	9	1	2180029B4	DERAIL INEFFECTIVE OR NOT APPLIED IN DERAILING POSITION
6	6	1	2180029B3	BLUE SIGNAL NOT DISPLAYED AT DERAIL
7	7	1	2180029B2	PROTECTED EQUIPMENT POSITIONED LESS THAN 50 FEET FROM DERAIL
1	1	1	2180029B	(b) When workers are on under, or between rolling equipment in a car shop repair track area: 1 through 4 of this section apply
3	3	0	2180029A7	BLUE SIGNAL ATTACHED TO CONTROLLING LOCOMOTIVE, BUT NOT READILY VISIBLE TO THE LOCOMOTIVE ENGINEER OR OPERATOR AT THE CONTROLS OF THE LOCOMOTIVE
7	7	1	2180029A6	BLUE SIGNAL NOT ATTACHED TO CONTROLLING LOCOMOTIVE
4	4	0	2180029A5	SWITCH PROVING ACCESS TO SERVICE AREA NOT LOCKED WITH AN EFFECTIVE LOCKING DEVICE
5	5	1	2180029A4	SWITCH PROVIDING ACCESS TO SERVICE AREA NOT LOCKED
3	4	0	2180029A3	SWITCH PROVIDING ACCESS TO SERVICE AREA NOT LINED AGAINST MOVEMENT
9	9	3	2180029A2	BLUE SIGNAL NOT DISPLAYED AT EACH SWITCH PROVIDING ACCESS TO SERVICE AREA
10	10	2	2180027E2	BLUE SIGNAL ATTACHED TO CONTROLLING LOCOMOTIVE, BUT NOT READILY VISIBLE TO THE LOCOMOTIVE ENGINEER OR OPERATOR AT THE CONTROLS OF THE LOCOMOTIVE
10	11	3	2180027E1	BLUE SIGNAL NOT ATTACHED TO CONTROLLING LOCOMOTIVE
3	3	0	2180027E	(e) A blue signal must be attached to the controlling locomotive readily visable to the engineman/operator at the controlsof that locomotive
1	1	0	2180027D2	CROSSOVER SWITCHES NOT LINED AGAINST MOVEMENT AND LOCKED WITH AN EFFECTIVE LOCKING DEVICE
2	9	0	2180027D1	BLUE SIGNAL NOT DISPLAYED AT OR NEAR CROSSOVER SWITCH PROVIDING ACCESS TO PROTECTED TRACK
1	1	0	2180027C1	FAILURE OF PERSON IN CHARGE TO NOTIFY OPERATOR OF REMOTELY CONTROLLED SWITCH
13	17	2	2180027B3	LOCKING DEVICE ON SWITCH INEFFECTIVE
32	35	8	2180027B2	ONE OR MORE SWITCHES NOT LOCKED
16	21	6	2180027B1	ONE OR MORE SWITCHES NOT LINED AGAINST MOVEMENT
9	9	0	2180027B	(b) Each manually operated switch must be lined against movement to that track and locked with an effective locking device
37	46	9	2180027A2	BLUE SIGNAL NOT DISPLAYED AT ONE OR MORE MANUALLY OPERATED SWITCHES
1	1	0	2180027A1	NO EXCEPTION TAKEN, BLUE SIGNAL PROTECTION PROPERLY DISPLAYED ON OTHER THAN MAIN TRACK
7	7	1	2180027	PROTECTION OF WORKMEN ON OTHER THAN MAIN TRACK.
1	1	1	2180025C1	LOCOMOTIVE ENGINEER OR OPERATOR NOT NOTIFIED WHEN EMERGENCY WORK IS IN PROGRESS
5	5	0	2180025B2	BLUE SIGNAL ATTACHED TO CONTROLLING LOCOMOTIVE, BUT NOT READILY VISIBLE TO THE LOCOMOTIVE ENGINEER OR OPERATOR AT THE CONTROLS OF THE LOCOMOTIVE
15	16	4	2180025B1	BLUE SIGNAL NOT ATTACHED TO CONTROLLING LOCOMOTIVE
17	18	7	2180025A2	BLUE SIGNAL NOT DISPLAYED AT ONE OR MORE ENDS OF ROLLING EQUIPMENT
2	2	0	2180025	PROTECTION OF WORKMEN ON MAIN TRACK.
2	2	0	2180023C2	DESCRIPTION NOT PROVIDED BY RRS-10
1	2	0	2180023B2	BLUE SIGNAL PROTECTION REMOVED BY SOMEONE OTHER THAN BY THE SAME CRAFT OR

				GROUP OF WORKMAN THAT DISPLAYED IT
26	26	7	2180023B1	BLUE SIGNALS NOT DISPLAYED IN ACCORDANCE WITH PARTS 218.25, 218.27 OR 218.29 BY EACH CRAFT OR GROUP OF WORKMAN
1	1	0	2180023B	DESCRIPTION NOT PROVIDED BY RRS-10
1	1	1	2180023A4	ROLLING EQUIPMENT ALLOWED TO PASS A DISPLAYED BLUE SIGNAL
5	5	0	2180023A3	OTHER ROLLING EQUIPMENT PLACED ON THE SAME TRACK THAT REDUCES OR BLOCKS THE VIEW OF A BLUE SIGNAL, EXCEPT AS PROVIDED FOR IN 218.29 (A), (B), AND (C)
2	2	0	2180023A2	EQUIPMENT MOVED WHILE UNDER BLUE SIGNAL PROTECTION EXCEPT AS PROVIDED IN PART 218.29
3	3	0	2180023A1	EQUIPMENT COUPLED TO WHILE UNDER BLUE SIGNAL PROTECTION
1	1	0	2180022F1	MORE THAN THREE UTILITY EMPLOYEES ATTACHED TO ONE TRAIN
1	1	1	2180022E1	FAILURE TO MEET COMMUNICATION REQUIREMENTS AS REQUIRED BY THIS PART
1	1	0	2180022D2	FAILURE OF DESIGNATED TRAIN CREW MEMBER TO COMMUNICATE INFORMATION TO OTHER MEMBERS REGARDING THE TERMINATION OF UTILITY EMPLOYEE DUTIES
5	6	0	2180022D1	FAILURE OF UTILITY EMPLOYEE TO COMMUNICATE INFORMATION TO DESIGNATED TRAIN CREW MEMBER REGARDING THE TERMINATION OF DUTIES
3	3	1	2180022C5	OTHER DUTIES PERFORMED WITHOUT BLUE SIGNAL PROTECTION
4	4	0	2180022C4	DESIGNATED TRAIN CREW MEMBER - FAILURE TO PROVIDE REQUIRED NOTIFICATION TO OTHER TRAIN CREW MEMBERS REGARDING THE PRESENCE OF THE UTILITY EMPLOYEE AND
4	4	2	2180022C3	FAILURE TO ESTABLISH COMMUNICATION WITH DESIGNATED TRAIN CREW MEMBER BEFORE COMMENCING DUTIES
1	1	0	2180022C2	TRAIN CREW MEMBER - LOCOMOTIVE ASSIGNED TO TRAIN CREW NOT UNDER CONTROL OF ASSIGNED TRAIN CREW MEMBER
2	2	1	2180022B1	CONCURRENT SERVICE PERFORMED BY UTILITY EMPLOYEE WITH MORE THAN ONE TRAIN CREW
1	1	1	2180022	Utiltiy Employee failure to comply with any of the subparts (a) through (h)
1	1	0	2170011B5	THE PROGRAM OF INSTRUCTION ON OPERATING RULES DID NOT PROVIDE FOR INITIAL INSTRUCTION OF EACH EMPLOYEE HIRED WHEN THE PROGRAM WAS REQUIRED
3	3	1	2170011B1	THE PROGRAM OF INSTRUCTION ON OPERATING RULES DID NOT DESCRIBE THE MEANS AND PROCEDURES USED FOR INSTRUCTION OF THE VARIOUS CLASSES OF EMPLOYEES
5	5	0	2170011B	THE RAILROAD FAILED TO RETAIN AT LEAST ONE COPY OF ITS CURRENT PROGRAM OF PERIODIC INSTRUCTION AND EACH SUBSEQUENT AMENDMENT TO THAT PROGRAM AT ITS SY
28	61	3	2170011A	RAILROAD FAILED TO PERIODICALLY INSTRUCT EMPLOYEES ON THE MEANING AND APPLICATION OF THE RAILROAD'S OPERATING RULES IN ACCORDANCE WITH ITS WRITTEN PRO
1	1	0	21700111B2	THE PROGRAM OF INSTRUCTION ON OPERATING RULES DID NOT STATE THE BASIS FOR DETERMINING THE FREQUENCY OF TESTING
9	9	0	21700111B	THE RAILROAD FAILED TO RETAIN AT LEAST ONE COPY OF ITS CURRENT PROGRAM OF PERIODIC INSTRUCTION AND EACH SUBSEQUENT AMENDMENT TO THAT PROGRAM AT THE DI
1	1	0	2170009E4	THE RAILROAD FAILED TO HAVE A DESIGNATED REPRESENTATIVE AUTHORIZED TO AUTHENTICATE RETRIEVED INFORMATION FROM THE ELECTRONIC SYSTEM AS TRUE AND ACCURA
1	1	0	2170009E1	THE RAILROAD, USING ELECTRONIC RECORDKEEPING DID NOT ADEQUATELY CONTROL AND LIMIT THE ACCESSABILITY TO SUCH INFORMATION RETAINED IN THEIR ELECTRONIC D
1	1	1	2170009D	BY 1 MARCH OF A CALENDER YEAR A RAILROAD WITH MORE THAN 400 MANHOURS FAILED TO HAVE PREPARED AN ANNUAL SUMMARY OF OPERATIONAL TESTS AND INSPECTIONS
25	50	0	2170009C	NO RECORD OF AN OPERATIONAL TEST AND INSPECTION NOTING DATE, TIME, PLACE OR RESULT OF THAT TEST OR INSPECTION
2	2	0	2170009B5	THE RAILROAD FAILED TO HAVE HAD THE PROGRAM BEGUN WITHIN 30 DAYS FROM THE COMMENCEMENT OF OPERATIONS
7	7	0	2170009B4	THE WRITTEN PROGRAM FOR PERIODIC PERFORMANCE OF THE OPERATIONAL TESTS AND INSPECTIONS FAILED TO STATE, ACCORDING TO OPERATING DIVISIONS WHERE APPLICA

2	2	0	2170009B3	THE WRITTEN PROGRAM FOR PERIODIC PERFORMANCE OF THE OPERATIONAL TESTS AND INSPECTIONS FAILED TO STATE THE PURPOSE OF EACH TYPE OF OPERATIONAL TEST AN
26	31	7	2170009B2	THE WRITTEN PROGRAM FOR PERIODIC PERFORMANCE OF THE OPERATIONAL TESTS AND INSPECTIONS FAILED TO DESCRIBE EACH TYPE OF OPERATIONAL TEST AND INSPECTION
19	26	7	2170009B1	THE WRITTEN PROGRAM FOR PERIODIC PERFORMANCE OF THE OPERATIONAL TESTS AND INSPECTIONS FAILED TO PROVIDE FOR TESTING AND INSPECTION UNDER THE VARIOUS
9	9	2	2170009B	RAILROAD FAILED TO RETAIN AT LEAST ONE COPY OF ITS CURRENT WRITTEN PROGRAM FOR PERIODIC PERFORMANCE OF THE OPERATIONAL TESTS AND INSPECTIONS REQUIRED
227	805	45	2170009A	RAILROAD FAILED TO PERIODICALLY CONDUCT OPERATIONAL TESTS AND INSPECTIONS IN ACCORDANCE WITH THE RAILROAD'S WRITTEN PROGRAM
1	1	0	21700095C	RECORDS OF TESTS AND INSPECTIONS WERE NOT MADE AVAILABLE TO FRA REPRESENTATIVES FOR EITHER INSPECTOR OR COPYING DURING NORMAL WORKING HOURS
5	6	0	21700095B	RECORDS REQUIRED BY THE WRITTEN PROGRAM OF OPERATIONAL TESTS AND INSPECTIONS WERE NOT MADE AVAILABLE TO REPRESENTATIVES OF THE FRA FOR INSPECTION AND
1	1	1	21700094D	A WRITTEN COPY OF THE ANNUAL SUMMARY OF OPERATIONAL TESTS AND INSPECTIONS WAS NOT MADE AVAILABLE TO REPRESENTATIVES OF THE FRA FOR INSPECTION AND COPY
1	1	0	21700094B	RECORDS REQUIRED BY THE WRITTEN PROGRAM OF OPERATIONAL TESTS AND INSPECTIONS WERE NOT RETAINED AT SYSTEM AND DIVISION HEADQUARTERS FOR THREE CALENDER
3	3	0	21700093C	RECORDS OF INDIVIDUAL TESTS AND INSPECTIONS WERE NOT MAINTAINED AT THE SYSTEM HEADQUARTERS OF THE RAILROAD FOR ONE CALENDAR YEAR AFTER THE END OF THE
4	4	0	21700093B	RAILROAD FAILED TO RETAIN AT LEAST ONE COPY OF EACH AMENDMENT TO ITS PROGRAM OF OPERATIONAL TESTS AND INSPECTIONS AT DIVISION HEADQUARTERS
6	10	0	21700092C	RECORD OF OPERATIONAL TEST AND INSPECTION DID NOT SPECIFY EACH EMPLOYEE TESTED
6	11	1	21700091C	RECORD OF OPERATIONAL TEST AND INSPECTION DID NOT SPECIFY THE OFFICER ADMINISTERING THE TEST AND INSPECTION
41	45	2	21700091B	RAILROAD FAILED TO RETAIN AT LEAST ONE COPY OF ITS CURRENT WRITTEN PROGRAM FOR PERIODIC PERFORMANCE OF THE OPERATIONAL TESTS AND INSPECTIONS REQUIRED
16	21	0	2170007C	A CLASS III RAILROAD FAILED TO HAVE ON FILE AT ITS SYSTEM HEADQUARTERS A COPY OF ITS OPERATING RULES, TIMETABLE, SPECIAL INSTRUCTIONS INCLUDING ALL S
4	5	0	2170007A	A CLASS I, II, COMMUTER RAILROAD OR AMTRAK FAILED TO FILE A COPY OF NEW AMENDMENTS OF ITS OPERATING RULES, TIMETABLES OR SPECIAL INSTRUCTIONS WITH THE
52	58	0	2150305A1	FAILURE TO STENCIL MAINTENANCE-OF-WAY EQUIPMENT AS REQUIRED
26	29	0	2150303A1	FAILURE TO STENCIL RESTRICTED CAR AS REQUIRED
745	881	2	2150301A1	FAILURE TO STENCIL CAR REPORTING MARK, NUMBER AND DATE BUILT ON FREIGHT CAR AS REQUIRED
17	17	4	2150203A1	OPERATING RESTRICTED CAR, EXCEPT UNDER FRA APPROVED CONDITIONS
2	2	0	2150129C3	SEVERELY BENT AND DISTORTED
13	13	0	2150129C2	SECUREMENT BOLTS SHEARED OFF
24	24	1	2150129C1	CUSHIONING DEVICE PART MISSING
18	19	1	2150129B1	CUSHIONING DEVICE INOPERATIVE AND NOT EFFECTIVELY IMMOBILIZED
14	14	3	2150129A1	CUSHIONING DEVICE BROKEN AND NOT EFFECTIVELY IMMOBILIZED
6	6	1	2150127F1	FOLLOWER PLATE MISSING/BROKEN
126	128	5	2150127E2	DRAFT KEY/KEY RETAINER MISSING
72	74	0	2150127E1	DRAFT KEY/KEY RETAINER INOPERATIVE
20	25	0	2150127D2	VERTICAL COUPLER PIN RETAINER PLATE FASTENER MISSING
2	2	2	2150127D1	VERTICAL COUPLER PIN RETAINER PLATE MISSING
69	71	2	2150127C2	END OF CAR CUSHIONING UNIT INOPERATIVE
99	104	8	2150127C1	END OF CAR CUSHIONING UNIT LEAKING
57	58	4	2150127B1	COUPLER YOKE BROKEN
131	146	5	2150127A1	DRAFT GEAR INOPERATIVE

183	187	3	2150125B1	UNCOUPLING DEVICE UNINTENTIONAL UNCOUPLING
29	29	0	2150125A1	UNCOUPLING DEVICE FOULING ON CURVE
11	11	0	2150123F7	COUPLER LOCK BROKEN
2	2	0	2150123F6	COUPLER LOCK CRACKED
2	2	0	2150123F5	COUPLER LOCK BENT
13	13	2	2150123F4	COUPLER LOCK INOPERATIVE
2	2	0	2150123F3	COUPLER LOCK MISSING
1,766	1,802	1	2150123F2	COUPLER WITH NO ANTI-CREEP PROTECTION
282	289	12	2150123F1	COUPLER LOCKLIFT INOPERATIVE
2	2	0	2150123E4	ARTICULATED CAR; RETAINER PIN LOCK BROKEN
27	27	0	2150123E2	COUPLER RETAINER PIN LOCK BROKEN
36	38	2	2150123E1	COUPLER RETAINER PIN LOCK MISSING
1	1	0	2150123D4	ARTICULATED CAR; COUPLER PIN INOPERATIVE
2,186	2,216	10	2150123D2	COUPLER KNUCKLE PIN/KNUCKLE THROWER INOPERATIVE
2,420	2,443	17	2150123D1	COUPLER KNUCKLE PIN/KNUCKLE THROWER MISSING
307	312	1	2150123C2	COUPLER KNUCKLE CRACKED ALONG INSIDE PULLING FACE
32	32	0	2150123C1	COUPLER KNUCKLE BROKEN
481	493	21	2150123B1	COUPLER CRACKED OUTSIDE SHADED AREA
3	3	0	2150123A1	COUPLER SHANK BENT
1	1	0	2150123 F2	2150123 F2
1	1	0	2150123 D1	2150123 D1
40	43	1	2150121F1	CAR BODY SIDE SILLS, CROSSBARS OR BODY BOLSTER BROKEN
2	2	0	2150121E4	CAR BODY CP WITH TWO OR MORE CRACKS THROUGH CROSS SECTION OF VISIBLE PORTION
10	11	3	2150121E3	CAR BODY CENTER PLATE BROKEN OR CRACKED AS DEFINED IN THIS PART
2	2	0	2150121E2	CAR BODY CENTER PLATE ANY PORTION MISSING
150	168	6	2150121E1	CAR BODY CENTER PLATE NOT PROPERLY SECURED
16	16	1	2150121D1	CAR DOOR NOT EQUIPPED WITH OPERATIVE SAFETY HANGERS
3	3	0	2150121C3	COUPLER CARRIER NON-RESILIENT WHEN USED WITH COUPLER WITH F HEAD
13	14	5	2150121C2	COUPLER CARRIER MISSING
208	217	8	2150121C1	COUPLER CARRIER BROKEN
3	3	0	2150121B9	ONE OF TWO LONGITUDINAL OUTBOARD SILLS -- BENT -BUCKLED
13	15	5	2150121B8	ONE OF TWO LONGITUDINAL OUTBOARD SILLS -- CRACKED 6"
2	2	0	2150121B7	ONE OF TWO LONGITUDINAL OUTBOARD SILLS -- BROKEN
4	4	0	2150121B5	SLIDING CENTER SILL CRACKED MORE THAN 6"
4	4	0	2150121B4	FIXED SILL OF CUSHION UNDERFRAME CAR CRACKED MORE THAN 6" OR BROKEN
3	3	0	2150121B3	CENTER SILL BENT OR BUCKLED MORE THAN 2 1/2" IN ANY 6-FOOT LENGTH
28	33	3	2150121B2	CENTER SILL CRACKED MORE THAN 6"
10	11	0	2150121B1	CENTER SILL BROKEN
160	173	0	2150121A1	CAR BODY CLEARANCE IMPROPER - LESS THAN 2 1/2" FROM TOP OF RAIL
1	1	0	2150121 C1	2150121 C1
2	2	0	2150119F1	BRAKE BEAM SHELF SUPPORTS WORN - SHELF WILL NOT SUPPORT BEAM
113	119	7	2150119E1	TRUCK BOLSTER AND CENTER PLATE INTERFERENCE PREVENTING ROTATION
7	8	0	2150119D4	TRUCK SPRINGS THREE OR MORE SPRINGS BROKEN
105	138	7	2150119D3	TRUCK SPRINGS-TWO OR MORE BROKEN IN A CLUSTER

8	8	0	2150119D2	TRUCK SPRINGS THAT ARE COMPRESSED SOLID
38	45	1	2150119D1	TRUCK SPRINGS THAT WILL NOT MAINTAIN TRAVEL OR LOAD
48	51	3	2150119C4	EXCESSIVE SIDE BEARING CLEARANCE ON OPPOSITE SIDES AT DIAGONAL ENDS OF CAR
215	235	17	2150119C3	FREIGHT CAR TRUCKS EXCESSIVE SIDE BEARING CLEARANCE AT ONE END OF CAR
228	282	16	2150119C2	FREIGHT CAR TRUCKS SIDE BEARING IN CONTACT EXCEPT BY DESIGN
338	396	29	2150119C1	FREIGHT CAR TRUCKS HAVING MISSING OR BROKEN SIDE BEARING
249	283	1	2150119B3	FREIGHT CAR TRUCKS INEFFECTIVE HYDRAULIC SNUBBING DEVICE
482	638	20	2150119B2	FREIGHT CAR TRUCK FRICTION SNUBBER WEAR PLATE --LOOSE MISSING WORN
316	431	29	2150119B1	FREIGHT CAR TRUCKS HAVING INEFFECTIVE SNUBBING DEVICES
15	15	3	2150119A3	TRUCK SIDE FRAME/BOLSTER CRACK 1" OR MORE IN TRANSVERSE DIRECTION ON TENSION MEMBER
5	5	0	2150119A2	TRUCK SIDE FRAME/BOLSTER CRACK 1/4" OR MORE IN TRANSVERSE DIRECTION ON TENSION
19	20	10	2150119A1	FREIGHT CAR TRUCKS SIDE FRAME OR BOLSTER BROKEN
272	316	0	2150117E1	ROLLER BEARING ADAPTER RESILIENT WEAR PLATE DEFECTIVE OR NOT IN POSITION
1	1	0	2150117D1	ROLLER BEARING ADAPTER BLOCK ON SINGLE AXLE TRUCK OUT OF ITS DESIGNED POSITION, BROKEN OR MISSING
383	549	57	2150117C1	ROLLER BEARING ADAPTER WORN EXCESSIVELY IN RELIEF PORTION
85	99	13	2150117B1	ROLLER BEARING ADAPTER NOT IN DESIGNED POSITION
16	18	4	2150117A1	ROLLER BEARING ADAPTER CRACKED OR BROKEN
3	3	0	2150115B3	ROLLER BEARING-FAILURE TO REPAIR/REPLACE WHEN DEFECTIVE DUE TO DERAILMENT
17	107	33	2150115B2	ROLLER BEARING-FAILURE TO DISASSEMBLE IF REQUIRED DUE TO DERAILMENT
9	10	2	2150115B1	ROLLER BEARING-FAILURE TO INSPECT IF INVOLVED IN DERAILMENT
1	1	0	2150115A6	ROLLER BEARING HAVING LOOSE OR MISSING CAP SCREW WITH CAP SCREW SEAL RINGS
3	5	3	2150115A5	ROLLER BEARING CAP SCREW LOCK APPLIED, MISSING, BROKEN
187	195	12	2150115A3	ROLLER BEARING SEAL LOOSE/DAMAGED PERMITTING LOSS OF LUBRICANT
7	7	2	2150115A2	ROLLER BEARING HAVING LOOSE OR MISSING CAP SCREW
3	3	0	2150115A1	ROLLER BEARING CAP SCREW LOCK IMPROPERLY APPLIED, BROKEN OR MISSING
2	2	0	2150113D1	PLAIN BEARING WEDGE NOT LOCATED IN DESIGNATED POSITION
2	3	0	2150111B2	PLAIN BEARING WITH PIECE BROKEN OUT
1	1	0	2150109A1	PLAIN BEARING BOX LUBE PAD TORN HALF THE LENGTH OR WIDTH
1	1	0	2150107D8	EIGHT PLAIN BEARING BOXES WITH DRY LUBRICATING PADS
2	5	0	2150107C1	PLAIN BEARING BOX HAS FOREIGN MATTER THAT WILL DAMAGE BEARING OR PREVENT LUBE
7	7	0	2150107B1	PLAIN BEARING BOX LID IS MISSING, BROKEN OR OPEN EXCEPT TO RECEIVE SERVICE.
1	8	0	2150107A8	EIGHT PLAIN BEARING BOXES DO NOT CONTAIN VISIBLE FREE OIL
2	12	0	2150107A6	SIX PLAIN BEARING BOXES DO NOT CONTAIN VISIBLE FREE OIL
3	9	0	2150107A4	FOUR PLAIN BEARING BOXES DO NOT CONTAIN VISIBLE FREE OIL
3	4	0	2150107A2	TWO PLAIN BEARING BOXES DO NOT CONTAIN VISIBLE FREE OIL
6	6	0	2150107A1	ONE PLAIN BEARING BOX DOES NOT CONTAIN VISIBLE FREE OIL
5	5	2	2150105B1	AXLE WITH GOUGE BETWEEN WHEEL SEATS MORE THAN 1/8" DEEP
1	1	0	2150103H2	WHEEL OVERHEATED DISCOLORATION MORE THAN 4 1/2" ON BOTH SIDES OF WHEEL
5	5	0	2150103H1	WHEEL OVERHEATED DISCOLORATION MORE THAN 4" ON BOTH SIDES OF WHEEL
2	2	0	2150103G1	WHEEL IS LOOSE
4	4	0	2150103F4	WHEEL HAS 2 ADJOINING FLAT/SHELLED SPOTS 1 AT LEAST 2" LONG; OTHER 2 1/2" OR LONGER
39	45	5	2150103F3	WHEEL HAS A SINGLE FLAT OR SHELLED SPOT 3" OR MORE IN LENGTH

19	23	0	2150103F2	WHEEL HAS TWO ADJOINING FLAT/SHELLED SPOTS EACH OF WHICH IS MORE THAN 2" IN LENGTH
185	241	4	2150103F1	WHEEL HAS FLAT/SHELLED SPOT MORE THAN 2 1/2" IN LENGTH
1	1	1	2150103E3	WHEEL HAS CHIP/GOUGE IN FLANGE 1 3/4" LENGTH AND 3/4" OR MORE IN WIDTH
1	1	0	2150103E2	WHEEL HAS CHIP/GOUGE IN FLANGE 1 5/8" LENGTH AND 5/8" OR MORE IN WIDTH
3	3	0	2150103E1	WHEEL HAS CHIP/GOUGE IN FLANGE 1 1/2" LENGTH AND 1/2" OR MORE IN WIDTH
1	1	0	2150103D3	WHEEL PLATE CRACKED/BROKEN
4	4	1	2150103D1	WHEEL RIM CRACKED/BROKEN
5	5	0	2150103C1	WHEEL RIM THICKNESS IS 11/16" OR LESS
2	2	0	2150103B2	WHEEL FLANGE IS 1 5/8" OR MORE FROM THE TREAD TO TOP OF FLANGE
457	480	144	2150103B1	WHEEL FLANGE IS 1 1/2" OR MORE FROM THE TREAD TO TOP OF FLANGE
3	3	3	2150103A3	WHEEL FLANGE THICKNESS 3/4" OR LESS AT 3/8" ABOVE THE TREAD
54	54	26	2150103A1	WHEEL FLANGE THICKNESS 7/8" OR LESS AT 3/8" ABOVE THE TREAD
76	76	26	2150013A2	FAILURE TO PERFORM APPENDIX D PRE-DEPARTURE INSPECTION
26	158	8	2150013A1	FAILURE TO PERFORM PRE-DEPARTURE INSPECTION
1	1	0	2150011A2	PERSONS DESIGNATED DON'T HAVE KNOWLEDGE/ABILITY TO INSPECT CARS FOR COMPLIANCE
4	4	0	2150011A1	RAILROAD FAILS TO DESIGNATE QUALIFIED PERSONS TO INSPECT FREIGHT CARS
31	31	1	2150009C1	IMPROPER OR NO RECORD FOR MOVEMENT OF DEFECTIVE CAR FOR REPAIRS
93	146	2	2150009A3	FAILURE TO PROVIDE THE REQUIRED INFORMATION ON TAG OR CARD
12	12	2	2150009A2	FAILURE TO PRESCRIBE REQUIREMENTS FOR MOVEMENT OF NON-COMPLYING CARS
69	74	11	2150009A1	FAILURE TO MEET CONDITIONS FOR MOVEMENT OF DEFECTIVE CARS FOR REPAIRS
1	1	0	214053304	Failure to maintain record for one year or failure to make record available to FRA for inspection and copying.
1	1	0	214053302	Failure of employer to effect repairs within seven days of receiving part or failure of employer to remove from service within 30 days any machine or
1	1	0	214052707	Time period exceeded for defective or missing operator's seat.
2	2	0	214052706	Seven-calendar-day period exceeded for non-complying automatic change-of- direction alarms, backup alarms, or 360-degree intermittent warning lights o
5	9	0	214052705	Failure to replace missing, defective, or discharged fire extinguisher with temporary replacement fire extinguisher or failure to replace permanently
40	83	0	214052702	Failure of operator to tag, date, or report non-complying machine condition in prescribed manner.
20	23	0	214052701	Failure of operator to check machine for compliance.
1	1	0	214052502	Machine or hi-rail vehicle used for towing that exceeded braking system capabilities.
1	1	0	214052501	Towing when tow bar or other coupling device is missing or does not provide safe and secure attachment
3	3	0	214052307	Non-complying alarms and warning lights/beacons not repaired or replaced in 7 calendar days.
14	14	0	214052306	Failure of operator to tag, date, or report non-complying hi-rail condition in prescribed manner.
10	10	0	214052305	Failure of operator to check hi-rail for compliance prior to using vehicle at start of work shift.
19	19	2	214052304	360-degree intermittent warning light or beacon missing, improperly mounted, or inoperable.
9	9	1	214052303	New hi-rail change-of-direction or backup alarm missing or fails to provide distinguishable 3-second audible signal.
16	28	1	214052302	Failure to keep hi-rail inspection record until the next annual inspection is performed or failure to make the record available to FRA for inspection
59	64	3	214052301	Failure to annually inspect hi-rail gear.
28	31	0	214052103	Failure to provide flagging kit to lead or trailing machines in a roadway work group.

20	21	0	214052102	Flagging kit does not comply with operating rules of the railroad that owns the trackage on which the equipment is being operated.
30	33	0	214052101	Flagging kit not provided for required machine or hi-rail that is not part of a roadway work group.
52	63	3	214051901	Floors, decks, stairs, and ladders improperly designed or not maintained to provide secure access and footing.
25	50	3	214051801	A safe and secure position for each roadway worker riding on the machine, other than the machine operator(s), is not clearly identified by stenciling.
1	1	0	214051706	Failure to retrofit with a turntable restraint device or warning light.
6	6	0	214051705	Failure to install safety glass or replace when defective.
12	18	0	214051704	Failure to retrofit with reflective material, reflective device, or operable brake lights.
11	11	0	214051703	Failure to clearly display known light weight of machine.
8	17	0	214051701	Failure to retrofit with change-of-direction alarm, rearview mirror, or other rearward viewing device.
2	2	0	214051303	Illumination device or portable light missing, inoperable, or improperly secured, or fails to illuminate for 300 feet.
2	11	0	214051301	Safe and secure position and protection from moving parts inside cab not provided to roadway worker riding machine.
14	15	0	214051102	Automatic change-of-direction alarm is missing or fails to provide distinguishable, 3-second audible signal.
2	2	0	214051101	Horn or audible device is missing or fails to produce enough sound within the work area to provide warning or has a triggering mechanism not clearly i
1	1	0	214050904	Brake light fails to activate by braking system, is missing or broken, or fails to illuminate for 300 feet.
15	20	0	214050903	360-degree intermittent warning light or beacon missing, improperly mounted, or inoperable.
5	5	0	214050902	Work lights missing, broken, or inoperable during required times or in dark areas.
3	3	0	214050901	Illumination device missing, broken, inoperable, or fails to illuminate for 300 feet.
2	2	0	214050710	New machine without conspicuous display of as-built light weight.
6	6	0	214050707	Failure to equip new machine with operative and charged fire extinguisher.
6	6	0	214050706	Failure to equip new machine with readily accessible first aid kit as required.
1	1	0	214050702	Failure to equip new machine with handholds, handrails, or a secure seat & cab protection from moving machine parts.
1	1	0	214050506	Provided personal respiratory protective equipment fails to meet required standards.
1	1	0	214050505	Personal protective respiratory equipment not provided by employer for each employee in the cab of new or "designated" existing on-track maintenance m
1	1	0	214050503	Failure of employer to maintain required list of machines or make list available for copying by FRA.
3	3	0	214050502	Failure of new or "designated" existing on-track maintenance machines to protect employees from exposure to air contaminants in accordance with 29 CFR
2	2	0	214050303	Employer failed to have or follow written procedures to resolve good-faith challenges of roadway maintenance machines or hi-rail vehicles that do not
3	3	0	214050301	Failure of employee to notify employer that the machine or vehicle does not comply with FRA regulations or has a condition inhibiting safe operation.
2	2	0	214034313	FAILURE TO PROVIDE RECORDS OF QUALIFICATIONS TO FRA
2	42	0	214034311	INCOMPLETE RECORDS OF QUALIFICATIONS
8	20	0	214034309	FAILURE TO MAINTAIN RECORDS OF QUALIFICATIONS
3	3	1	214034307	ASSIGNMENT OF NON-QUALIFIED RAILROAD EMPLOYEES TO PROVIDE ON-TRACK SAFETY
10	37	1	214034305	FAILURE TO PROVIDE ANNUAL TRAINING
17	23	6	214034303	FAILURE TO PROVIDE INITIAL TRAINING
1	1	0	214034111	ROADWAY MAINTENANCE MACHINE NOT CLEAR OF PASSING TRAINS

1	1	0	214034109	ROADWAY WORKER WORKING WITH UNFAMILIAR MACHINE
11	11	0	214034107	OPERATOR UNFAMILIAR WITH SAFETY INSTRUCTIONS FOR MACHINE
1	1	0	214034105	ASSIGNMENT OF NON-QUALIFIED EMPLOYEE TO OPERATE MACHINE
48	61	0	214034103	FAILURE TO PROVIDE OPERATING INSTRUCTIONS
342	403	73	214033903	FAILURE OF TRAIN TO GIVE AUDIBLE WARNING WHERE REQUIRED
28	32	4	214033901	FAILURE TO REQUIRE AUDIBLE WARNING FROM TRAINS
2	2	0	214033723	FAILURE TO PRODUCE WRITTEN STATEMENT OF ON-TRACK SAFETY TO FRA
5	5	0	214033721	INCOMPLETE WRITTEN STATEMENT OF ON-TRACK SAFETY
10	10	0	214033719	FAILURE TO PREPARE WRITTEN STATEMENT OF ON-TRACK SAFETY
2	2	0	214033717	LONE WORKER UNABLE TO MAINTAIN VIGILANT LOOKOUT
2	2	0	214033715	FAILURE TO MAINTAIN ACCESS TO PLACE OF SAFETY CLEAR OF LIVE TRACKS
2	2	0	214033713	USE OF INDIVIDUAL TRAIN DETECTION WHILE A TRAIN IS PASSING
6	7	0	214033711	USE OF INDIVIDUAL TRAIN DETECTION WITH INTERFERING NOISE
2	2	1	214033707	USE OF INDIVIDUAL TRAIN DETECTION IN CONTROLLED POINT OR MANUAL INTERLOCKING
1	1	0	214033705	USE OF INDIVIDUAL TRAIN DETECTION WHILE ENGAGED IN HEAVY OR DISTRACTING WORK
1	1	0	214033703	INDIVIDUAL TRAIN DETECTION USED BY NON-QUALIFIED EMPLOYEE
11	11	1	214033505	FAILURE TO PROVIDE TRAIN APPROACH WARNING OR WORKING LIMITS ON ADJACENT TRACK WHERE REQUIRED
4	4	0	214033503	MEMBER OF ROADWAY WORK GROUP FOULING A TRACK WITHOUT AUTHORITY OF EMPLOYEE IN CHARGE
14	19	1	214033501	FAILURE TO PROVIDE ON-TRACK SAFETY FOR A MEMBER OF A ROADWAY WORK GROUP
3	3	1	214032917	FAILURE TO PROPERLY EQUIP A WATCHMAN/LOOKOUT
2	2	0	214032907	FAILURE TO PROVIDE PROPER WARNING SIGNAL DEVICES
4	4	2	214032905	ASSIGNMENT OF OTHER DUTIES TO WATCHMAN/LOOKOUT
36	36	0	214032903	FAILURE OF WATCHMAN/LOOKOUT TO GIVE FULL ATTENTION TO DETECTING APPROACH OF TRAIN
7	7	0	214032901	FAILURE TO GIVE TIMELY WARNING OF APPROACHING TRAIN
2	3	0	214032707	UNAUTHORIZED TRAIN OR EQUIPMENT LOCATED WITHIN INACCESSIBLE TRACK LIMITS
1	1	0	214032703	REMOTELY CONTROLLED SWITCH NOT PROPERLY SECURED BY CONTROL OPERATOR
60	68	13	214032701	IMPROPER CONTROL OF ENTRY TO INACCESSIBLE TRACK
1	1	0	214032505	TRAIN COORDINATION ESTABLISHED WITH MOVING TRAIN
2	2	0	214032503	TRAIN COORDINATION ESTABLISHED WITH TRAIN NOT VISIBLE TO ROADWAY WORKER AT THE TIME
1	1	0	214032501	TRAIN COORDINATION LIMITS ESTABLISHED WHERE MORE THAN ONE TRAIN IS AUTHORIZED TO OPERATE
1	1	0	214032303	FAILURE TO REPEAT FOUL TIME AUTHORITY TO ISSUING EMPLOYEE
1	1	1	214032111	MOVEMENT AUTHORIZED INTO LIMITS OF EXCLUSIVE TRACK OCCUPANCY WITHOUT AUTHORITY OF ROADWAY WORKER IN CHARGE
7	7	1	214032109	LIMITS OF EXCLUSIVE TRACK OCCUPANCY NOT IDENTIFIED BY PROPER PHYSICAL FEATURES.
4	4	0	214032107	FAILURE TO RECORD AUTHORITY FOR EXCLUSIVE TRACK OCCUPANCY WHEN ISSUED.
3	3	0	214032105	FAILURE TO RETAIN POSSESSION OF WRITTEN AUTHORITY FOR EXCLUSIVE TRACK OCCUPANCY.
4	4	0	214032101	IMPROPER TRANSMISSION OF AUTHORITY FOR EXCLUSIVE TRACK OCCUPANCY.
3	3	1	214031907	WORKING LIMITS RELEASED BEFORE ALL AFFECTED ROADWAY WORKERS ARE OTHERWISE PROTECTED
4	4	1	214031905	WORKING LIMITS RELEASED WITHOUT NOTIFYING ALL AFFECTED ROADWAY WORKERS
				MORE THAN ONE ROADWAY WORKER IN CHARGE OF WORKING LIMITS ON THE SAME TRACK

1	1	0	214031903	SEGMENT
1	1	0	214031901	NON-QUALIFIED ROADWAY WORKER IN CHARGE OF WORKING LIMITS
1	1	0	214031517	FAILURE OF LONE WORKER TO COMMUNICATE WITH DESIGNATED EMPLOYEE FOR DAILY JOB BRIEFING.
1	1	1	214031515	FAILURE TO NOTIFY ROADWAY WORKERS OF CHANGE IN ON-TRACK SAFETY PROCEDURES.
5	5	0	214031513	INCORRECT INFORMATION PROVIDED TO ROADWAY WORKERS REGARDING ON-TRACK SAFETY PROCEDURES IN EFFECT.
4	4	0	214031511	FAILURE TO NOTIFY ROADWAY WORKERS OF ON-TRACK SAFETY PROCEDURES IN EFFECT.
1	1	0	214031509	DESIGNATION OF NON-QUALIFIED ROADWAY WORKER IN CHARGE OF ROADWAY WORK GROUP
3	3	1	214031505	FAILURE TO DESIGNATE ROADWAY WORKER IN CHARGE OF ROADWAY WORK GROUP
58	65	0	214031503	INCOMPLETE JOB BRIEFING
11	11	2	214031501	FAILURE OF EMPLOYER TO PROVIDE JOB BRIEFING
1	2	0	214031305	ROADWAY WORKER FAILING TO NOTIFY EMPLOYER OF DETERMINATION OF IMPROPER ON-TRACK SAFETY PROVISIONS
34	51	2	214031303	ROADWAY WORKER FOULING A TRACK WITHOUT ASCERTAINING THAT PROVISION IS MADE FOR ON-TRACK SAFETY
34	45	0	214031301	ROADWAY WORKER FOULING A TRACK WHEN NOT NECESSARY IN THE PERFORMANCE OF DUTY
2	2	1	214031103	ROADWAY WORKERS NOT PROVIDED WITH WRITTEN PROCEDURE TO RESOLVE CHALLENGES OF ON-TRACK SAFETY PROCEDURES
22	22	1	214030903	ON-TRACK SAFETY PROGRAM DOCUMENTS ISSUED IN FRAGMENTS
37	39	4	214030901	ON-TRACK SAFETY MANUAL NOT PROVIDED TO PRESCRIBED EMPLOYEES
1	1	0	214030703	FAILURE TO DESIGNATE PRIMARY PERSON TO CONTACT FOR PROGRAM REVIEW
3	3	0	214030701	FAILURE TO NOTIFY FRA OF ADOPTION OF ON-TRACK SAFETY PROGRAM
6	16	0	214030303	ON-TRACK SAFETY PROGRAM OF A RAILROAD INCLUDES NO INTERNAL MONITORING PROCEDURE.
2	4	0	214030301	FAILURE OF A RAILROAD TO IMPLEMENT AN ON-TRACK SAFETY PROGRAM.
1	1	0	214011705	USE OF NON-CONFORMING EQUIPMENT FOR EYE PROTECTION.
1	1	0	214011703	FAILURE TO USE EYE AND FACE PROTECTION.
1	1	0	214011701	FAILURE TO PROVIDE EYE AND FACE PROTECTION.
1	1	0	214011503	FAILURE TO USE FOOT PROTECTION.
1	1	0	214011501	FAILURE TO REQUIRE USE OF FOOT PROTECTION.
2	3	0	214011303	FAILURE TO USE HEAD PROTECTION.
1	1	0	214011301	FAILURE TO PROVIDE HEAD PROTECTION.
3	3	0	214010901	USE OF NONCONFORMING EQUIPMENT FOR SCAFFOLDING.
5	6	3	214010517	FAILURE TO USE PROPER ANCHORAGES WITH FALL PROTECTION EQUIPMENT.
1	1	0	214010511	FAILURE TO PROVIDE FOR PROMPT RESCUE AFTER FALL.
5	10	1	214010509	FAILURE TO TRAIN PERSONNEL USING FALL PROTECTION EQUIPMENT.
1	1	0	214010505	FAILURE TO PROTECT FALL PROTECTION EQUIPMENT FROM DETERIORATION.
7	12	0	214010303	FAILURE TO USE FALL PROTECTION.
7	8	1	214010301	FAILURE TO PROVIDE FALL PROTECTION.
1	3	0	213036904	FAILURE OF INSPECTOR TO PROVIDE REQUIRED INFORMATION.
1	1	0	213036901	FAILURE TO KEEP RECORDS AS REQUIRED.
1	1	0	213036508	MAIN TRACK NOT TRAVERSED WITHIN THE REQUIRED FREQUENCY.
3	4	1	213036504	FAILURE TO INITIATE REMEDIAL ACTION FOR DEVIATIONS FOUND.
1	1	0	213035706	LOOSE, WORN, OR DEFECTIVE PARTS OF DERAIL.

1	1	0	213035702	DERAIL OPERABLE WHEN LOCKED.
1	1	0	213035501	GUARD CHECK GAGE LESS THAN ALLOWABLE.
1	1	0	213035340	INSUFFICIENT TENSION IN SPRING TO HOLD WING RAIL AGAINST POINT RAIL.
1	1	0	213035327	INSECURE CONNECTING ROD.
5	5	0	213035325	HEEL OF SWITCH INSECURE.
13	13	0	213035313	LOOSE, WORN, OR MISSING GUARD RAIL BOLTS.
13	13	0	213035312	LOOSE, WORN, OR MISSING FROG BOLTS.
1	1	0	213035310	MISSING SWITCH, FROG, OR GUARD RAIL PLATES.
6	7	0	213035309	LOOSE OR MISSING ADJUSTABLE RAIL BRACES.
2	7	0	213035307	WORN OR MISSING COTTER PINS.
9	10	0	213035306	LOOSE, WORN, OR MISSING SWITCH ROD BOLTS.
1	1	0	213035302	LOOSE, WORN, OR MISSING CLIP BOLTS (TRANSIT, SIDE JAW, ECCENTRIC, VERTICAL).
2	3	0	213035301	LOOSE, WORN, OR MISSING SWITCH CLIPS.
1	1	0	213035108	LOOSE JOINT BARS.
28	33	0	213035107	LESS THAN 2 BOLTS PER RAIL AT ANY JOINT IN CONTINUOUS WELDED RAIL.
1	1	0	213035105	LESS THAN 2 BOLTS PER RAIL AT EACH JOINT FOR CONVENTIONAL JOINTED RAIL.
1	1	0	213035103	CENTER CRACKED OR BROKEN JOINT BAR.
1	1	0	213035102	CRACKED OR BROKEN JOINT BAR (OTHER THAN CENTER-BREAK).
2	2	0	213034901	RAIL-END MISMATCH ON TREAD OF RAIL EXCEEDS ALLOWABLE.
6	7	0	213034302	FAILURE TO COMPLY WITH WRITTEN CWR PROCEDURES.
1	1	0	213033708	HEAD WEB SEPARATION
1	1	0	213033707	BOLT-HOLE CRACK
1	1	0	213033509	METAL OBJECT CAUSING CONCENTRATED LOAD BETWEEN BASE OF RAIL AND BEARING SURFACE OF TIE PLATE.
3	4	0	213033507	FEWER THAN THREE NON-DEFECTIVE TIES EACH SIDE OF A DEFECTIVE TIE.
1	1	0	213033503	CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK.
7	7	0	213033501	FEWER THAN MINIMUM ALLOWABLE NUMBER OF NON-DEFECTIVE TIES PER 39 FEET.
19	19	0	213033402	FOULED BALLAST
2	2	0	213033401	INSUFFICIENT BALLAST
1	1	0	213033107	DIFFERENCE IN CROSSLEVEL BETWEEN ANY TWO POINTS LESS THAN 62-FEET APART ON TANGENTS EXCEEDS ALLOWABLE.
1	1	0	213032303	GAGE DIMENSION EXCEEDS ALLOWABLE ON CURVED TRACK.
1	1	0	213032301	GAGE DIMENSION EXCEEDS ALLOWABLE ON TANGENT TRACK.
11	21	0	213032109	VEGETATION BRUSHING SIDES OF ROLLING STOCK.
15	135	0	213032105	VEGETATION PREVENTS PROPER FUNCTIONING OF SIGNAL AND/OR COMMUNICATION LINES.
9	10	0	213032102	VEGETATION OBSTRUCTS VISIBILITY OF RAILROAD SIGNS AND FIXED SIGNALS.
3	3	0	213031906	DRAINAGE OR WATER-CARRYING FACILITY DETERIORATED TO ALLOW SUBGRADE SATURATION.
1	1	0	213031905	DRAINAGE OR WATER-CARRYING FACILITY OBSTRUCTED BY SILTING.
2	2	0	213031902	DRAINAGE OR WATER-CARRYING FACILITY OBSTRUCTED BY DEBRIS.
5	5	0	213031901	DRAINAGE OR WATER-CARRYING FACILITY NOT MAINTAINED.
1	1	0	213030501	NO WRITTEN RECORD OF NAMES OF QUALIFIED PERSONS TO SUPERVISE RESTORATIONS AND RENEWALS OF TRACK UNDER TRAFFIC AND/OR TO INSPECT TRACK FOR DEFECTS, OR
46	121	15	213024114	ELECTRONIC STORAGE NOT INITIATED WITHIN 24 HOURS.
1	1	0	213024113	INSPECTION REPORTS NOT AVAILABLE TO INSPECTOR OR SUBSEQUENT INSPECTORS.

2	2	0	213024111	ELECTRONIC SYSTEM CORRUPTS OR LOSSES DATA.
1	1	0	213024108	ELECTRONIC SYSTEM ALLOWS RECORD OR AMENDMENTS TO BE MODIFIED.
87	570	153	213024106	FAILURE TO MAKE RECORDS AVAILABLE FOR COPYING AND INSPECTION.
39	368	59	213024105	FAILURE OF RAIL INSPECTION RECORD TO PROVIDE REQUIRED INFORMATION.
717	3,022	112	213024104	FAILURE OF INSPECTOR TO PROVIDE REQUIRED INFORMATION.
139	893	2	213024103	FAILURE OF INSPECTOR TO SIGN REPORT.
20	75	0	213024102	FAILURE OF INSPECTOR TO COMPLETE REPORT AT TIME OF INSPECTION.
291	1,141	37	213024101	FAILURE TO KEEP RECORDS AS REQUIRED.
7	7	0	213023703	DEFECTIVE RAIL NOT MARKED PROPERLY.
5	7	0	213023504	FAILURE TO OPERATE SPECIFIED SWITCHES IN CLASSES 3 THROUGH 5.
1	20	0	213023503	FAILURE TO INSPECT LIFT RAIL ASSEMBLIES OR OTHER TRANSITION DEVICES ON MOVEABLE BRIDGES AT REQUIRED FREQUENCY.
2	53	0	213023502	FAILURE TO INSPECT TRACK CROSSINGS AT REQUIRED FREQUENCY.
24	230	0	213023501	FAILURE TO INSPECT TURNOUTS AT REQUIRED FREQUENCY.
10	34	0	213023309	SIDING TRACK NOT TRAVERSED WITHIN THE REQUIRED FREQUENCY.
29	71	0	213023308	MAIN TRACK NOT TRAVERSED WITHIN THE REQUIRED FREQUENCY.
134	479	48	213023304	FAILURE TO INITIATE REMEDIAL ACTION FOR DEVIATIONS FOUND.
227	804	5	213023303	FAILURE TO INSPECT AT REQUIRED FREQUENCY.
4	13	8	213023301	TRACK INSPECTED BY OTHER THAN QUALIFIED DESIGNATED INDIVIDUAL.
84	84	1	213020506	LOOSE, WORN, OR DEFECTIVE PARTS OF DERAIL.
112	114	0	213020505	IMPROPERLY INSTALLED DERAIL.
25	26	0	213020504	IMPROPER SIZE DERAIL.
11	12	0	213020502	DERAIL OPERABLE WHEN LOCKED.
34	35	0	213020501	DERAIL NOT CLEARLY VISIBLE.
52	52	0	213014303	CRACKED OR BROKEN GUARD RAIL.
25	25	0	213014302	GUARD FACE GAGE EXCEEDS ALLOWABLE.
725	730	21	213014301	GUARD CHECK GAGE LESS THAN ALLOWABLE.
1	1	0	2130143 02	2130143 02
2	2	0	213014102	FROG POINT REBUILT BEFORE RESTORING GUARDING FACE.
171	178	0	213014101	RAISED GUARD WORN EXCESSIVELY.
348	355	4	213013907	EXCESSIVE CLEARANCE BETWEEN HOLD-DOWN HOUSING AND HORN.
171	172	1	213013906	INSUFFICIENT TENSION IN SPRING TO HOLD WING RAIL AGAINST POINT RAIL.
1	1	0	213013905	HEAD AND WEB SEPARATION IN FROG.
6	6	0	213013904	BOLT-HOLE DEFECT IN FROG.
78	79	1	213013903	TIES UNDER OR WING RAIL NOT SOLIDLY TAMPED.
74	76	1	213013902	TOE OF WING RAIL NOT FULLY BOLTED AND TIGHT.
62	63	1	213013901	OUTER EDGE OF WHEEL CONTACTING SIDE OF SPRING WING RAIL.
504	519	0	213013799	SEVERE FROG CONDITION NOT OTHERWISE PROVIDED. (ADVISORY ONLY CANNOT BE USE SOLELY TO RECOMMEND VIOLATION)
1	1	0	213013704	USE OF FLANGE BEARING FROG WHERE SPEED EXCEEDS THAT PERMITTED BY CLASS 1.
976	999	12	213013703	TREAD PORTION OF FROG WORN IN EXCESS OF ALLOWABLE.
119	119	0	213013702	FROG POINT CHIPPED, BROKEN, OR WORN IN EXCESS OF ALLOWABLE.
302	310	4	213013701	INSUFFICIENT FLANGEWAY DEPTH.
151	155	0	213013512	IMPROPER SWITCH CLOSURE DUE TO METAL FLOW.
505	512	6	213013511	UNUSUALLY CHIPPED OR WORN SWITCH POINT.

43	48	0	213013510	SWITCH POSITION INDICATOR NOT CLEARLY VISIBLE.
22	23	7	213013509	THROW LEVER OPERABLE WITH SWITCH LOCK OR KEEPER IN PLACE.
67	67	0	213013508	INSECURE CONNECTING ROD.
768	786	2	213013507	INSECURE SWITCH STAND OR SWITCH MACHINE.
3,379	3,874	3	213013506	HEEL OF SWITCH INSECURE.
164	171	2	213013505	EXCESSIVE LATERAL OR VERTICAL MOVEMENT OF SWITCH POINT.
210	210	3	213013504	OUTER EDGE OF WHEEL CONTACTING GAGE SIDE OF STOCK RAIL.
1,290	1,310	4	213013503	IMPROPER FIT BETWEEN SWITCH POINT AND STOCK RAIL.
4	4	0	213013502	STOCK RAIL CANTED BY OVERTIGHTENING RAIL BRACES.
575	615	2	213013501	STOCK RAIL NOT SECURELY SEATED IN SWITCH PLATES.
11	11	0	213013320	TURNOUT OR TRACK CROSSING FASTENINGS NOT INTACT OR MAINTAINED.
27	27	0	213013319	FLANGEWAY LESS THAN 1 1/2 INCHES WIDE.
86	93	0	213013318	INSUFFICIENT ANCHORAGE TO RESTRAIN RAIL MOVEMENT.
2	3	0	213013317	OBSTRUCTION IN FLANGEWAY OF GUARD RAIL.
4	4	0	213013316	OBSTRUCTION IN FLANGEWAY OF FROG.
11	12	0	213013315	OBSTRUCTION BETWEEN SWITCH POINT AND STOCK RAIL.
588	646	1	213013314	LOOSE, WORN OR MISSING GUARD RAIL CLAMPS, WEDGE, SEPARATOR BLOCK, END BLOCK, OR OTHER COMPONENTS.
2,231	2,909	0	213013313	LOOSE, WORN, OR MISSING GUARD RAIL BOLTS.
4,751	5,574	1	213013312	LOOSE, WORN, OR MISSING FROG BOLTS.
367	381	0	213013311	LOOSE OR MISSING SWITCH POINT STOPS.
310	365	1	213013310	MISSING SWITCH, FROG, OR GUARD RAIL PLATES.
3,110	3,479	1	213013309	LOOSE OR MISSING ADJUSTABLE RAIL BRACES.
544	922	0	213013308	LOOSE OR MISSING RIGID RAIL BRACES.
1,209	1,494	0	213013307	WORN OR MISSING COTTER PINS.
341	413	0	213013306	LOOSE, WORN, OR MISSING SWITCH ROD BOLTS.
134	157	1	213013305	LOOSE, WORN, OR DEFECTIVE SWITCH ROD.
480	490	1	213013304	LOOSE, WORN, OR DEFECTIVE CONNECTING ROD FASTENING.
78	86	0	213013303	LOOSE, WORN, OR DEFECTIVE CONNECTING ROD.
431	463	0	213013302	LOOSE, WORN, OR MISSING CLIP BOLTS (TRANSIT, SIDE JAW, ECCENTRIC, VERTICAL).
133	153	0	213013301	LOOSE, WORN, OR MISSING SWITCH CLIPS.
1,619	2,096	3	213012701	INSUFFICIENT FASTENERS IN A 39-FOOT TRACK SEGMENT.
483	1,215	10	213012302	OBJECT BETWEEN BASE OF RAIL AND THE BEARING SURFACE OF THE TIE PLATE CAUSING CONCENTRATED LOAD.
24	26	1	213012301	INSUFFICIENT TIE PLATES IN CLASS 3 THROUGH 5 TRACK.
7	7	0	213012204	TRAIN SPEED EXCEEDS ALLOWABLE OVER NON-INVENTORIED TORCH CUT RAIL.
1	1	0	213012203	FAILURE TO REMOVE NON-INVENTORIED TORCH CUT RAIL WITHIN 30 DAYS OF DISCOVERY.
1	1	0	213012202	FAILURE TO REMOVE TORCH CUT RAILS WITHIN SPECIFIED TIME FRAME.
1	1	0	213012201	TORCH CUT RAIL APPLIED IN CLASS 3 THROUGH 5 TRACK FOR OTHER THAN EMERGENCY.
7	7	0	213012110	JOINT BAR RECONFIGURED BY TORCH CUTTING IN CLASSES 3 THROUGH 5 TRACK.
3	4	0	213012109	TORCH-CUT OR BURNED-BOLT HOLE IN RAIL IN CLASSES 2 THROUGH 5 TRACK.
1,920	5,469	98	213012108	LOOSE JOINT BARS.
2,385	2,646	6	213012107	LESS THAN 2 BOLTS PER RAIL AT ANY JOINT IN CONTINUOUS WELDED RAIL.
1,059	1,187	1	213012106	LESS THAN 1 BOLT PER RAIL AT EACH JOINT FOR CONVENTIONAL JOINTED RAIL IN CLASS 1 TRACK.

3,302	4,496	81	213012105	LESS THAN 2 BOLTS PER RAIL AT EACH JOINT FOR CONVENTIONAL JOINTED RAIL IN CLASSES 2 THROUGH 5 TRACK.
9	11	0	213012104	WORN JOINT BAR ALLOWS EXCESSIVE VERTICAL MOVEMENT OF RAIL IN JOINT IN CLASSES 3 THROUGH 5 TRACK.
4,848	6,195	72	213012103	CENTER CRACKED OR BROKEN JOINT BAR.
60	81	0	213012102	CRACKED OR BROKEN JOINT BAR IN CLASSES 3 THROUGH 5 TRACK (OTHER THAN CENTER-BREAK).
278	372	10	213012101	RAIL JOINT NOT OF STRUCTURALLY SOUND DESIGN AND DIMENSION.
17	40	6	213011904	FAILURE TO KEEP CWR RECORDS AS REQUIRED.
2	2	0	213011903	FAILURE OF TRACK OWNER TO DEVELOP A TRAINING PROGRAM FOR THE IMPLEMENTATION OF THEIR WRITTEN CWR PROCEDURES.
479	993	15	213011902	FAILURE TO COMPLY WITH WRITTEN CWR PROCEDURES.
4	4	0	213011901	FAILURE OF TRACK OWNER TO DEVELOP AND IMPLEMENT WRITTEN CWR PROCEDURES.
136	145	1	213011502	RAIL-END MISMATCH ON GAGE SIDE OF RAIL EXCEEDS ALLOWABLE.
148	162	0	213011501	RAIL-END MISMATCH ON TREAD OF RAIL EXCEEDS ALLOWABLE.
5	5	0	213011315	FLATTENED RAIL
26	30	0	213011314	DAMAGED RAIL
35	35	11	213011313	BROKEN OR DEFECTIVE WELD
182	191	0	213011312	ORDINARY BREAK
16	25	0	213011311	ENGINE BURN FRACTURE
42	46	2	213011310	DETAIL FRACTURE
72	80	0	213011309	BROKEN BASE
701	755	11	213011308	HEAD WEB SEPARATION
903	956	7	213011307	BOLT-HOLE CRACK
2	2	0	213011306	PIPED RAIL
18	19	0	213011305	SPLIT WEB
741	776	6	213011304	VERTICAL SPLIT HEAD
98	108	0	213011303	HORIZONTAL SPLIT HEAD
3	5	0	213011302	COMPOUND FISSURE
37	42	0	213011301	TRANSVERSE FISSURE
1	1	0	2130113 08	2130113 08
78	78	22	213011016	GAGE WIDENING EXCEEDS ALLOWABLE MEASURED WITH PTLF
3	3	0	213011014	FAILURE TO PROVIDE GRMS TRAINING TO PAR. 213.7 INDIVIDUAL WHOSE TERRITORY IS SUBJECT TO REQUIREMENTS OF PAR. 213.110
1	1	0	213011008	FAILURE TO PROVIDE EXCEPTION REPORT LISTING TO PAR. 213.7 INDIVIDUAL PRIOR TO NEXT INSPECTION REQUIRED UNDER PAR. 213.333
154	177	0	213010905	FEWER THAN MINIMUM ALLOWABLE NUMBER OF NON-DEFECTIVE TIES PER 39 FEET FOR TURNOUTS AND CURVED TRACK OVER 2 DEGREES.
1,824	2,676	63	213010904	FEWER THAN MINIMUM ALLOWABLE NUMBER OF NON-DEFECTIVE TIES PER 39 FEET FOR TANGENT AND CURVED TRACK LESS THAN 2 DEGREES.
5,815	7,790	62	213010903	CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK.
7,254	9,108	98	213010902	NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT.
3,361	4,166	37	213010302	FOULED BALLAST
576	708	8	213010301	INSUFFICIENT BALLAST
8	8	0	213006313	CROSSLEVEL DIFFERENCES FOR SIX OR MORE CONSECUTIVE PAIRS OF STAGGERED JOINTS EXCEEDS ALLOWABLE.
3	3	0	213006312	DIFFERENCE IN CROSSLEVEL WITHIN 62-FEET BETWEEN A POINT ON A CURVE THAT EQUALS

				OR EXCEEDS 6-INCHES AND A POINT WITH GREATER ELEVATION EXCEED ALLOWABLE
4	4	0	213006311	VARIATION IN CROSSLEVEL PER 31-FEET EXCEEDS ALLOWABLE ON RESTRICTED LENGTH SPIRAL.
23	23	0	213006310	REVERSE ELEVATION ON CURVE EXCEEDS ALLOWABLE.
48	48	3	213006309	DIFFERENCE IN CROSSLEVEL BETWEEN ANY TWO POINTS LESS THAN 62-FEET APART ON SPIRALS EXCEEDS ALLOWABLE.
96	98	2	213006308	DIFFERENCE IN CROSSLEVEL BETWEEN ANY TWO POINTS LESS THAN 62-FEET APART ON CURVES BETWEEN SPIRALS EXCEEDS ALLOWABLE.
295	309	12	213006307	DIFFERENCE IN CROSSLEVEL BETWEEN ANY TWO POINTS LESS THAN 62-FEET APART ON TANGENTS EXCEEDS ALLOWABLE.
1,066	1,139	27	213006305	DEVIATION FROM ZERO CROSSLEVEL AT ANY POINT ON TANGENT EXCEEDS ALLOWABLE.
1	1	0	213006304	RESERVED
2	2	0	213006303	RESERVED
470	490	38	213006302	DEVIATION FROM UNIFORM PROFILE ON EITHER RAIL EXCEEDS ALLOWABLE.
22	22	2	213006301	RUNOFF IN ANY 31-FEET OF RAIL AT END OF RAISE EXCEEDS ALLOWABLE.
2	2	0	213005703	OPERATING SPEED EXCEEDS ALLOWABLE FOR 4-INCHES OF UNBALANCE, BASED ON CURVATURE AND ELEVATION.
1	1	0	213005702	OPERATING SPEED EXCEEDS ALLOWABLE FOR 3-INCHES OF UNBALANCE, BASED ON CURVATURE AND ELEVATION.
1	1	0	213005503	ALINEMENT DEVIATION OF CURVED TRACK EXCEEDS ALLOWABLE FOR A 31-FOOT CHORD.
17	18	0	213005502	ALINEMENT DEVIATION OF CURVED TRACK EXCEEDS ALLOWABLE FOR A 62-FOOT CHORD.
9	9	0	213005501	ALINEMENT DEVIATION OF TANGENT TRACK EXCEEDS ALLOWABLE.
17	17	5	213005305	GAGE DIMENSION EXCEEDS ALLOWABLE FOR EXCEPTED TRACK.
74	77	5	213005304	GAGE DIMENSION IS LESS THAN ALLOWABLE ON CURVED TRACK.
1,233	1,345	104	213005303	GAGE DIMENSION EXCEEDS ALLOWABLE ON CURVED TRACK.
336	382	30	213005302	GAGE DIMENSION IS LESS THAN ALLOWABLE ON TANGENT TRACK.
177	178	17	213005301	GAGE DIMENSION EXCEEDS ALLOWABLE ON TANGENT TRACK.
56	58	0	213003710	VEGETATION OBSTRUCTS VISIBILITY OF GRADE CROSSING WARNING SIGNS AND SIGNALS BY THE TRAVELING PUBLIC.
1,631	2,527	4	213003709	VEGETATION BRUSHING SIDES OF ROLLING STOCK.
239	293	6	213003708	EXCESSIVE VEGETATION IN TOEPATHS AND AROUND SWITCHES WHERE EMPLOYEES ARE PERFORMING NORMAL TRACKSIDE DUTIES.
1	1	0	213003706	EXCESSIVE VEGETATION AT TRAIN ORDER OFFICE, DEPOT, INTERLOCKING PLANT, A CARMAN'S BUILDING, ETC., PREVENTS EMPLOYEES ON DUTY FROM VISUALLY INSPECTING
121	257	1	213003705	VEGETATION PREVENTS PROPER FUNCTIONING OF SIGNAL AND/OR COMMUNICATION LINES.
354	593	5	213003704	VEGETATION INTERFERES WITH RAILROAD EMPLOYEES PERFORMING NORMAL TRACKSIDE DUTIES.
7	7	0	213003703	VEGETATION OBSTRUCTS PASSING OF DAY AND NIGHT SIGNALS BY RAILROAD EMPLOYEES.
557	643	9	213003702	VEGETATION OBSTRUCTS VISIBILITY OF RAILROAD SIGNS AND FIXED SIGNALS.
365	383	3	213003701	COMBUSTIBLE VEGETATION AROUND TRACK-CARRYING STRUCTURES.
67	77	0	213003307	UNCONTROLLED WATER UNDERCUTTING TRACK STRUCTURE OR EMBANKMENT.
1,310	1,631	2	213003306	DRAINAGE OR WATER-CARRYING FACILITY DETERIORATED TO ALLOW SUBGRADE SATURATION.
238	246	0	213003305	DRAINAGE OR WATER-CARRYING FACILITY OBSTRUCTED BY SILTING.
45	49	0	213003304	DRAINAGE OR WATER-CARRYING FACILITY OBSTRUCTED BY VEGETATION.
84	84	1	213003303	DRAINAGE OR WATER-CARRYING FACILITY COLLAPSED.
737	1,002	1	213003302	DRAINAGE OR WATER-CARRYING FACILITY OBSTRUCTED BY DEBRIS.
551	567	7	213003301	DRAINAGE OR WATER-CARRYING FACILITY NOT MAINTAINED.

1	1	0	213001101	PROPER QUALIFIED SUPERVISION NOT PROVIDED AT WORK SITE DURING WORK HOURS WHEN TRACK IS BEING RESTORED OR RENEWED UNDER TRAFFIC CONDITIONS.
5	24	1	213000902	FAILURE OF TRACK OWNER TO ENFORCE, OVER CLASS 1 DEFECTS, THE LIMITING CONDITIONS IMPOSED BY PERSON DESIGNATED UNDER 213.7(A).
5	68	12	213000901	FAILURE TO RESTORE OTHER THAN EXCEPTED TRACK TO COMPLIANCE WITH CLASS 1 STDS. WITHIN 30 DAYS AFTER A PERSON DESIGNATED UNDER 213.7(A) HAS DETERMINED T
5	7	1	213000702	FAILURE OF TRACK OWNER TO PROVIDE WRITTEN AUTHORIZATION TO QUALIFIED DESIGNATED INDIVIDUALS.
24	66	4	213000701	NO WRITTEN RECORD OF NAMES OF QUALIFIED PERSONS TO SUPERVISE RESTORATIONS AND RENEWALS OF TRACK UNDER TRAFFIC AND/OR TO INSPECT TRACK FOR DEFECTS, OR
2	2	0	213000408	FAILURE TO NOTIFY FRA OF REMOVAL OF TRACKAGE FROM EXCEPTED STATUS.
7	7	2	213000407	TRAIN WITH A CAR REQUIRED TO BE PLACARDED BY 49 CFR PART 172 OPERATED OVER EXCEPTED TRACK WITHIN 100 FEET OF A BRIDGE OR IN A PUBLIC STREET OR HIGHWAY
1	1	0	213000406	FREIGHT TRAIN OPERATED ON EXCEPTED TRACK WITH MORE THAN FIVE CARS REQUIRED TO BE PLACARDED IN ACCORDANCE WITH 49 CFR PART 172.
1	1	0	213000405	OCCUPIED PASSENGER TRAIN OPERATED ON EXCEPTED TRACK.
1	1	1	213000404	TRAIN SPEED EXCEEDS 10 MPH ON EXCEPTED TRACK.
1	9	0	213000403	EXCEPTED TRACK NOT INSPECTED IN ACCORDANCE WITH 213.233(C) AND 213.235 AS SPECIFIED FOR CLASS 1 TRACK.
1	1	1	213000402	EXCEPTED TRACK SEGMENT LOCATED WITHIN 30 FEET OF AN ADJACENT TRACK SUBJECT TO SIMULTANEOUS OPERATION AT SPEEDS IN EXCESS OF 10 MPH.
2	2	0	213000401	EXCEPTED TRACK SEGMENT NOT IDENTIFIED IN APPROPRIATE RECORD.
54	72	57	2110005B1	THE RAILROAD REQUIRED OR ALLOWED A DISPATCHING SERVICE EMPLOYEE TO REMAIN OR GO ON DUTY FOR MORE THAN A TOTAL OF 9 HOURS DURING A 24-HOUR PERIOD IN A
1	2	0	2110004A2C2	THE RAILROAD REQUIRED OR ALLOWED A SIGNAL EMPLOYEE TO REMAIN OR GO ON DUTY AFTER THE END OF A 24-HOUR PERIOD PRIOR TO THAT EMPLOYEE HAVING AT LEAST 8
4	7	0	2110004A2C1	THE RAILROAD REQUIRED OR ALLOWED A SIGNAL EMPLOYEE TO REMAIN OR GO ON DUTY AFTER THAT EMPLOYEE HAD BEEN ON DUTY A TOTAL OF 12 HOURS DURING A 24-HOUR P
4	10	7	2110004A2B	THE RAILROAD REQUIRED OR ALLOWED A SIGNAL EMPLOYEE TO REMAIN OR GO ON DUTY AFTER THAT EMPLOYEE HAD BEEN ON DUTY 12 CONSECUTIVE HOURS WITHOUT AT LEAST
4	8	0	2110004A2A	THE RAILROAD REQUIRED OR ALLOWED A SIGNAL EMPLOYEE TO REMAIN OR GO ON DUTY WHEN THAT EMPLOYEE DID NO HAVE AT LEAST 8 CONSECUTIVE HOURS OFF DUTY DURING
61	108	87	2110003A2	THE RAILROAD REQUIRED OR ALLOWED A TRAIN EMPLOYEE TO REMAIN OR GO ON DUTY AFTER THAT EMPLOYEE HAD BEEN ON DUTY 12 CONSECUTIVE HOURS WITHOUT AT LEAST 1
8	8	5	2110003A1	THE RAILROAD REQUIRED OR ALLOWED A TRAIN EMPLOYEE TO REMAIN OR GO ON DUTY WHEN THAT EMPLOYEE DID NOT HAVE AT LEAST 8 CONSECUTIVE HOURS OFF DUTY DURING
60	80	26	2090405A	FAILURE TO SUBMIT PROPER REMEDIAL ACTION REPORT
2	2	0	2010011B4	STATIONARY, NON-IDLE LOCOMOTIVE NOISE 90 DB(A)
1	2	0	2010011B2	STATIONARY, IDLE LOCOMOTIVE NOISE 70 DB(A)
1	1	0	1800605K	REQUIREMENTS FOR PERIODIC TESTING, INSPECTION AND REPAIR OF PORTABLE TANKS
1	1	0	1800605D	REQUIREMENTS FOR PERIODIC TESTING, INSPECTION AND REPAIR OF PORTABLE TANKS
13	13	3	1800515A	MARKINGS.
1	1	0	1800513A	REPAIRS, ALTERATIONS, CONVERSIONS, AND MODIFICATIONS.
2	2	1	1800509L3	REQUIREMENTS FOR INSPECTION AND TEST OF SPECIFICATION TANK CARS.
1	1	0	1800509L2	REQUIREMENTS FOR INSPECTION AND TEST OF SPECIFICATION TANK CARS.
1	1	0	1800509J1	REQUIREMENTS FOR INSPECTION AND TEST OF SPECIFICATION TANK CARS.
7	7	0	1800509C3	REQUIREMENTS FOR INSPECTION AND TEST OF SPECIFICATION TANK CARS.
2	2	0	1800509C	REQUIREMENTS FOR INSPECTION AND TEST OF SPECIFICATION TANK CARS.
3	3	0	1800507A	QUALIFICATION OF TANK CARS.
1	1	0	1800352F	REQUIREMENTS FOR RETEST AND INSPECTION OF INTERMEDIATE BULK CONTAINERS (IBCS).

2	2	0	1800003A	GENERAL REQUIREMENTS
7	7	0	179022026A	179022026A
2	2	0	17902011	17902011
1	1	0	17902009B	17902009B
1	1	1	17902007G	17902007G
6	6	0	17902004A	17902004A
1	1	0	179020017A6	GENERAL SPECIFICATIONS TO NON-PRESSURE TANK CARS DOT-103, 104, 111.
2	2	0	179020017A3	GENERAL SPECIFICATIONS TO NON-PRESSURE TANK CARS DOT-103, 104, 111.
2	2	0	179020017A2	GENERAL SPECIFICATIONS TO NON-PRESSURE TANK CARS DOT-103, 104, 111.
15	15	1	179020017A1	GENERAL SPECIFICATIONS TO NON-PRESSURE TANK CARS DOT-103, 104, 111.
1	1	0	179020017A	179020017A
24	24	1	179020016B	179020016B
1	1	0	179020016A	179020016A
2	2	0	17901004B	17901004B
2	2	0	17901004A	17901004A
2	2	0	179010019A	179010019A
1	1	0	179010018A	179010018A
1	1	0	179010013A	179010013A
2	2	0	179010012C	179010012C
107	107	0	1790022A	TANK CARS MARK IN ACCORDANCE WITH APPENDIX C OF THE AAR
1	1	0	1790016C2	TANK-HEAD PUNCTURE-RESISTANCE SYSTEM
1	1	0	1790016B	TANK-HEAD PUNCTURE-RESISTANCE SYSTEM
1	1	0	1790015F3	PRESSURE RELIEF DEVICES
3	3	1	1790015F1	PRESSURE RELIEF DEVICES
2	2	0	1790015B1II	PRESSURE RELIEF DEVICES
12	12	12	1790014A	TANK CAR COUPLERS
10	10	0	1790013	USE OF TANK CARS WITH AN UNAUTHORIZED GROSS CAPACITY.
1	1	0	1790010A	TANK MOUNTING
32	32	5	1790007F	QUALITY ASSURANCE PROGRAM.
6	6	0	1790007E	QUALITY ASSURANCE PROGRAM.
8	8	2	1790007D	QUALITY ASSURANCE PROGRAM.
1	1	0	1790007C	QUALITY ASSURANCE PROGRAM.
3	3	0	1790007B9	QUALITY ASSURANCE PROGRAM.
6	6	0	1790007B8	QUALITY ASSURANCE PROGRAM.
2	2	0	1790007B7	QUALITY ASSURANCE PROGRAM.
6	6	0	1790007B6	QUALITY ASSURANCE PROGRAM.
8	8	1	1790007B5	QUALITY ASSURANCE PROGRAM.
13	13	0	1790007B4	QUALITY ASSURANCE PROGRAM.
11	11	0	1790007B3	QUALITY ASSURANCE PROGRAM.
1	1	0	1790007B2	QUALITY ASSURANCE PROGRAM.
3	3	0	1790007B12	QUALITY ASSURANCE PROGRAM.
18	18	0	1790007B11	QUALITY ASSURANCE PROGRAM.
9	9	0	1790007B	QUALITY ASSURANCE PROGRAM.
1	1	0	1790007A3	QUALITY ASSURANCE PROGRAM.

22	22	1	1790007A2	QUALITY ASSURANCE PROGRAM.
6	6	0	1790007A1	QUALITY ASSURANCE PROGRAM.
3	3	0	1790007A	QUALITY ASSURANCE PROGRAM.
8	8	8	1790006	REPAIRS AND ALTERATIONS
4	4	0	1790004A	CHANGES IN SPECIFICATIONS FOR TANK CARS.
2	2	0	1790001C	GENERAL TANK CARS
1	1	1	1770834H	LOADING AND UNLOADING GENERAL REQUIREMENTS BY HIGHWAY
1	1	1	1770834A	LOADING AND UNLOADING GENERAL REQUIREMENTS BY HIGHWAY
2	2	0	1770817C2	SHIPPING PAPER BY HIGHWAY
2	2	0	1770817C1	SHIPPING PAPER BY HIGHWAY
1	1	1	1770817A	SHIPPING PAPER BY HIGHWAY
3	3	0	1740104E	Trailer/container containing Class 1 materials loaded on a flat car
2	2	0	1740104B10	Brake shoe requirements on rail cars transporting Class 1 materials
35	35	24	1740085D	TRAIN PLACEMENT TABLE
10	10	7	1740085C	RESIDUE CARS MUST HAVE AT LEAST ONE BUFFER CAR
17	17	12	1740085A	IN TRAIN PLACEMENT OF LOADED PLACARDED RAIL CARS
10	10	0	1740067L	REMOVAL OF RAILRAOD DEFECT CARDS
22	22	3	1740067K	SECUREMENT AFTER UNLOADING IS COMPLETE
62	62	5	1740067J	DISCOUNTINUING UNLOADING-SECUREMENT REQUIREMENTS
49	49	7	1740067I	ATTENDANCE AND REMOVAL OF UNLOADING CONNECTIONS
3	3	0	1740067H	SECURING UNLOADING CONNECTIONS BEFORE OPENING VALVES
2	2	1	1740067E	CONTROLLING SPILLAGE AND ITEMS FALLING INTO THE TANK
1	1	0	1740067C2	ADJUSTING MANHOLE COVER HINGED AND BOLTED TYPE
19	19	1	1740067A4	RELEIVING INTERNAL PRESSURE
74	74	8	1740067A3	CAUTION SIGN
82	82	11	1740067A2	BRAKES SET AND WHEELS BLOCKED
9	9	2	1740063C5II	OUTLET VALVE FACING OUT
10	10	5	1740063C5I	TANK IS NOT IN A DOUBLE-STACKED CONFIGURATION
1	1	0	1740063B	BULK PACKAGE INSIDE OF CONTAINER MUST BE SECURED
8	8	2	1740061A	TRANSPORT VEHICLES AND FREIGHT CONTAINERS MUST BE SECURED ON FLAT CARS.
129	126	12	1740059	FAILURE TO REPLACE LOST PLACARDS/MARKINGS AT THE NEXT INSPECTION POINT
7	7	0	1740057	CLEANING CARS
1	1	1	1740055B	PACKAGE MUST REMAIN IN THE CORRECT POSITION
31	31	13	1740055A	BLOCKING AND BRACING
383	383	23	1740050	LEAKING TANK CARS, MOVEMENT APPROVALS AND UNSECURE CLOSURES (RR)
1	2	0	1740033	MISSING PLACARD,
143	208	78	1740026B	COPY OF A DOCUMENT FOR THE HAZARDOUS MATERIAL
216	216	106	1740026A	NOTICE TO TRAIN CREW OF PLACARDED CARS.
7	7	0	1740024B	RETAIN A COPY OF THE SHIPPING PAPER FOR 375 DAYS
145	161	50	1740024A	MUST RECEIVE A SHIPPING PAPER
4	4	0	1740014B	A LOADED TANK CAR WITH 2.1, 2.3 OR 3, 48 HOUR RULE
27	27	13	1740014A	"48 HOUR RULE"
5	5	0	1740009B	1740009B
1	1	0	1740009A	1740009A

391	391	9	1740009	TOTAL FAILURE TO INSPECT HM RAIL CARS
613	613	26	1740003	ACCEPT FOR TRANSPORTATION OR TRANSPORT BY RAIL ANY HM NOT IN COMFORMANCE
3	22	22	1730427A6IV	TRANSPORT REQUIREMENTS FOR LOW SPECIFIC ACTIVITY (LSA) CLASS 7 (RADIOACTIVE) MATERIALS AND SURFACE CONTAMINATED OBJECTS (SCO).
2	15	0	1730427A6II	TRANSPORT REQUIREMENTS FOR LOW SPECIFIC ACTIVITY (LSA) CLASS 7 (RADIOACTIVE) MATERIALS AND SURFACE CONTAMINATED OBJECTS (SCO).
6	6	0	1730320A	TRANSPORTATION OF CRYOGENIC LIQUIDS; EXCEPTIONS
3	3	1	1730314J	EXCEEDED MAXIMUM AUTHORIZED FILLING DENSITY.
3	3	0	1730314B5	EXCEEDED MAXIMUM AUTHORIZED FILLING DENSITY.
2	2	2	173024bD2	ADDITIONAL REQUIREMENTS FOR BULK PACKAGINGS
3	3	2	173024bA1I	ADDITIONAL REQUIREMENTS FOR BULK PACKAGINGS
1	1	0	1730241A	BULK PACKAGINGS FOR CERTAIN LOW HAZARD LIQUID AND SOLID MATERIALS.
8	8	0	1730060B1	GENERAL PACKAGING REQUIREMENTS FOR EXPLOSIVES
1	1	0	1730032F4	USE OF SPECIFICATION IM PORTABLE TANKS
4	4	0	1730032E5	USE OF SPECIFICATION IM PORTABLE TANKS
1	1	0	1730032E4	USE OF SPECIFICATION IM PORTABLE TANKS
4	4	0	1730032E2	USE OF SPECIFICATION IM PORTABLE TANKS
1	1	0	1730032E1	USE OF SPECIFICATION IM PORTABLE TANKS
2	2	0	1730032A2	QUALIFICATION, MAINTENANCE, AND USE OF PORTABLE TANKS
3	3	0	1730032A1	QUALIFICATION, MAINTENANCE, AND USE OF PORTABLE TANKS
1	1	0	1730032A	QUALIFICATION, MAINTENANCE, AND USE OF PORTABLE TANKS
21	21	9	1730031G3	FAILURE TO SECURE TANK CAR(S)
32	32	10	1730031G2	CAUTION SIGNS
58	58	7	1730031G1	FAILURE TO SECURE ACCESS
35	35	6	1730031D1X	USE OF TANK CARS
6	6	1	1730031D1VIII	USE OF TANK CARS
1	1	1	1730031D1VII	USE OF TANK CARS
28	28	3	1730031D1VI	USE OF TANK CARS
124	124	9	1730031D1V	USE OF TANK CARS
32	32	4	1730031D1IX	USE OF TANK CARS
1,086	1,086	261	1730031D1IV	USE OF TANK CARS
57	57	10	1730031D1III	USE OF TANK CARS
70	70	26	1730031D1II	USE OF TANK CARS
4	4	1	1730031D1I	USE OF TANK CARS
238	238	55	1730031D1	USE OF TANK CARS
1	1	0	1730031C5	USE OF TANK CARS
4	4	1	1730031B2I	USE OF TANK CARS
22	22	7	1730031A3	USE OF TANK CARS
15	15	2	1730031A1	USE OF TANK CARS
1	1	0	1730029G	EMPTY PACKAGINGS
1	1	1	1730029D	EMPTY PACKAGINGS
2	2	0	1730029B1	EMPTY PACKAGINGS
64	64	8	1730029A	EMPTY PACKAGINGS
10	10	10	1730026	QUANTITY LIMITATIONS
1	1	0	1730024F2	GENERAL REQUIREMENTS FOR PACKAGINGS AND PACKAGES

27	27	1	1730024F1II	GENERAL REQUIREMENTS FOR PACKAGINGS AND PACKAGES
18	18	6	1730024F1I	GENERAL REQUIREMENTS FOR PACKAGINGS AND PACKAGES
1	1	1	1730024E1	GENERAL REQUIREMENTS FOR PACKAGINGS AND PACKAGES
1	1	0	1730024D2	GENERAL REQUIREMENTS FOR PACKAGINGS AND PACKAGES
9	9	0	1730024D1	GENERAL REQUIREMENTS FOR PACKAGINGS AND PACKAGES
135	135	16	1730024B4	NO HM RESIDUE
9	9	3	1730024B2	GENERAL REQUIREMENTS FOR PACKAGINGS AND PACKAGES
74	74	28	1730024B1	GENERAL REQUIREMENTS FOR PACKAGINGS AND PACKAGES
1	1	0	1730024A3	GENERAL REQUIREMENTS FOR PACKAGINGS AND PACKAGES
2	2	0	1730024A2	GENERAL REQUIREMENTS FOR PACKAGINGS AND PACKAGES
2	3	0	1730022A2I	SHIPPER'S RESPONSABILITIES
1	1	0	1730009D	TRANSPORT VEHICLES WHICH HAVE BEEN FUMIGATED
1	1	0	1730001B	PURPOSE/SCOPE AND GENERAL REQUIREMENTS FOR SHIPMENTS/PACKAGES
76	76	0	1720802B	SECURITY PLAN NOT AVAILABLE OR NOT UPDATED
127	127	0	1720802A3	COMPONENTS OF A SECURITY PLAN: EN ROUTE SECURITY
70	73	0	1720802A2	COMPONENTS OF A SECURITY PLAN: UNAUTHORIZED ACCESS
38	39	0	1720802A1	COMPONENTS OF A SECURITY PLAN: PERSONNEL SECURITY
128	128	2	1720802A	SECURITY PLAN DOES NOT ADDRESS ALL COMPONENTS OF 172.800
1	1	0	1720800B7	SECURITY PLAN
3	3	0	1720800B5	SECURITY PLAN
16	16	0	1720800B4	SECURITY PLAN
1	1	0	1720800B1	SECURITY PLAN
133	133	9	1720800B	NO SECURITY PLAN DEVELOPED
122	329	1	1720704D5	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
94	409	0	1720704D4	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
25	108	0	1720704D3	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
13	91	0	1720704D2	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
3	3	0	1720704D1	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
119	345	6	1720704D	THE HAZMAT EMPLOYER HAS NO RECORD OF CURRENT TRAINING
2	3	0	1720704C4	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
70	168	9	1720704C2	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
10	31	0	1720704C1II	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
5	6	2	1720704C1I	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
163	562	11	1720704A5	IN-DEPTH SECURITY TRAINING
130	718	9	1720704A4	SECURITY AWARENESS TRAINING
2	2	0	1720704A3III	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
7	7	0	1720704A3I	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
62	144	4	1720704A2I	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
31	61	1	1720704A1	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
32	322	1	1720702D	RESPONSIBILITY FOR TRAINING AND TESTING
9	22	2	1720702B	RESPONSIBILITY FOR TRAINING AND TESTING
50	213	8	1720702A	RESPONSIBILITY FOR TRAINING AND TESTING
86	86	24	1720604B	EMERGENCY RESPONSE TELEPHONE NUMBER
7	15	0	1720604A3II	EMERGENCY RESPONSE TELEPHONE NUMBER

18	37	22	1720604A2	EMERGENCY RESPONSE TELEPHONE NUMBER
41	41	6	1720604A1	EMERGENCY RESPONSE TELEPHONE NUMBER
5	5	0	1720602C2	APPLICABILITY AND GENERAL REQUIREMENTS
10	10	6	1720602C1	APPLICABILITY AND GENERAL REQUIREMENTS
1	1	1	1720602B3I	APPLICABILITY AND GENERAL REQUIREMENTS
1	1	1	1720602A2	APPLICABILITY AND GENERAL REQUIREMENTS
9	9	4	1720602A1	APPLICABILITY AND GENERAL REQUIREMENTS
49	49	3	1720600C2	APPLICABILITY AND GENERAL REQUIREMENTS
3	3	0	1720522B	EXPLOSIVES 1.1, 1.2, AND 1.3
21	21	0	1720519D3	GENERAL SPECIFICATIONS FOR PLACARDS
3	3	1	1720519D1	GENERAL SPECIFICATIONS FOR PLACARDS
1	1	0	1720519C3	GENERAL SPECIFICATIONS FOR PLACARDS
14	14	0	1720519C2	GENERAL SPECIFICATIONS FOR PLACARDS
1	1	0	1720519C1	GENERAL SPECIFICATIONS FOR PLACARDS
1	1	0	1720519B4	GENERAL SPECIFICATIONS FOR PLACARDS
8	8	0	1720519B1	GENERAL SPECIFICATIONS FOR PLACARDS
27	27	0	1720519A1	GENERAL SPECIFICATIONS FOR PLACARDS
24	24	0	1720516D	VISIBILITY AND DISPLAY OF PLACARDS
3	3	1	1720516C7	VISIBILITY AND DISPLAY OF PLACARDS
640	640	13	1720516C6	VISIBILITY AND DISPLAY OF PLACARDS
70	70	0	1720516C5	VISIBILITY AND DISPLAY OF PLACARDS
26	26	0	1720516C4	VISIBILITY AND DISPLAY OF PLACARDS
8	8	0	1720516C3	VISIBILITY AND DISPLAY OF PLACARDS
56	56	6	1720516C2	VISIBILITY AND DISPLAY OF PLACARDS
74	74	0	1720516C1	VISIBILITY AND DISPLAY OF PLACARDS
328	328	4	1720516A	VISIBILITY AND DISPLAY OF PLACARDS
2	2	0	1720514B1	PLACARDING REQUIREMENTS FOR BULK PACKAGINGS
1	1	1	1720514B	PLACARDING REQUIREMENTS FOR BULK PACKAGINGS
3	3	0	1720514A	PLACARDING REQUIREMENTS FOR BULK PACKAGINGS
1	1	0	1720512C	PLACARDING REQUIREMENTS FOR FREIGHT CONTAINERS
2	2	0	1720512B3	PLACARDING REQUIREMENTS FOR FREIGHT CONTAINERS
35	35	0	1720512B1	PLACARDING REQUIREMENTS FOR FREIGHT CONTAINERS
30	30	0	1720512A	PLACARDING REQUIREMENTS FOR FREIGHT CONTAINERS
191	191	7	1720508B	PROVIDING AND AFFIXING PLACARDS BY RAIL
65	65	0	1720508A	PROVIDING AND AFFIXING PLACARDS BY RAIL
3	3	2	1720506A1	PROVIDING AND AFFIXING PLACARDS BY HIGHWAY
5	5	1	1720506A	PROVIDING AND AFFIXING PLACARDS BY HIGHWAY
12	12	0	1720505A	PLACARDING FOR SUBSIDIARY HAZARD
8	8	0	1720504G	GENERAL PLACARDING REQUIREMENTS
8	8	0	1720504B	GENERAL PLACARDING REQUIREMENTS
1,473	1,473	33	1720504A	GENERAL PLACARDING REQUIREMENTS
32	32	2	1720502A2	UNAUTHORIZED USE OF DOT PLACARDS.
15	15	1	1720502A1III	UNAUTHORIZED USE OF DOT PLACARDS.
118	118	6	1720502A1II	UNAUTHORIZED USE OF DOT PLACARDS.

145	145	13	1720502A1I	UNAUTHORIZED USE OF DOT PLACARDS.
1	1	0	1720407B2	LABEL SPECIFICATIONS
1	1	0	1720407A	LABEL SPECIFICATIONS
1	1	0	1720403A	LABELING FOR RAM.
2	76	38	1720400A1	GENERAL LABELING
18	18	0	1720338	REPLACEMENT OF IDENTIFICATION NUMBERS BY RAIL CARRIERS
2	2	0	1720334F	IDENTIFICATION NUMBER PROHIBITED DISPLAY
1	1	0	1720334D	IDENTIFICATION NUMBER PROHIBITED DISPLAY
19	19	0	1720334B3	IDENTIFICATION NUMBER PROHIBITED DISPLAY
1	1	0	1720334B2	IDENTIFICATION NUMBER PROHIBITED DISPLAY
4	4	0	1720334B1	IDENTIFICATION NUMBER PROHIBITED DISPLAY
1	1	0	1720334A	IDENTIFICATION NUMBER PROHIBITED DISPLAY
2	2	1	1720332C4	IDENTIFICATION NUMBER MARKINGS.
3	3	0	1720332C3	IDENTIFICATION NUMBER MARKINGS.
23	23	2	1720332C1	IDENTIFICATION NUMBER MARKINGS.
3	3	0	1720332B2	IDENTIFICATION NUMBER MARKINGS.
7	7	0	1720332B1	IDENTIFICATION NUMBER MARKINGS.
43	43	4	1720332A	IDENTIFICATION NUMBER MARKINGS.
1	1	0	1720331C	MARKING OF OTHER BULK PACKAGINGS
1	1	0	1720331B	MARKING OF OTHER BULK PACKAGINGS
1	1	0	1720331A	MARKING OF OTHER BULK PACKAGINGS
86	86	29	1720330A1II	MARKING OF TANK CARS AND MULTI-UNIT TANKS.
42	42	2	1720330A1I	MARKING OF TANK CARS AND MULTI-UNIT TANKS.
2	2	0	1720326C1	MARKING PORTABLE TANKS
3	3	0	1720326B	MARKING PORTABLE TANKS
82	82	8	1720326A	MARKING PORTABLE TANKS
40	40	0	1720326	MARKING PORTABLE TANKS
1	1	1	1720325B	MARKING OF ELEVATED TEMPERATURE MATERIALS
11	11	0	1720325A	MARKING OF ELEVATED TEMPERATURE MATERIALS
3	3	0	1720322E1	MARKING OF MARINE POLLUTANTS
1	1	0	1720322C	MARKING OF MARINE POLLUTANTS
1	1	0	1720322A1	MARKING OF MARINE POLLUTANTS
2	2	0	1720320A	EXPLOSIVES
20	20	6	1720313A	MARKING OF POISONOUS HM
2	2	0	1720304A4	MARKING REQUIREMENTS
6	6	0	1720304A3	MARKING REQUIREMENTS
11	11	0	1720304A2	MARKING REQUIREMENTS
39	39	0	1720304A1	MARKING REQUIREMENTS
99	99	20	1720303A	PROHIBITED MARKING
1	1	0	1720302D2	MARKING OF BULK PACKAGES
1	1	0	1720302D1	MARKING OF BULK PACKAGES
5	5	0	1720302C	MARKING OF BULK PACKAGES
12	12	0	1720302B3	SIZE OF MARKINGS
1	1	0	1720302B2	SIZE OF MARKINGS

22	22	0	1720302B1	SIZE OF MARKINGS
51	51	3	1720302A1	MARKING OF BULK PACKAGES
46	46	3	1720302A	MARKING OF BULK PACKAGES
2	2	1	1720301A3II	MARKING OF NON-BULK PACKAGES
70	70	17	1720301A3	MARKING OF NON-BULK PACKAGES
1	5	0	1720301A1	MARKING OF NON-BULK PACKAGES
12	12	0	1720205F2	HAZARDOUS WASTE MANIFEST.
2	4	0	1720204D2	SHIPPER CERTIFICATION.
27	32	1	1720204D1	SHIPPER CERTIFICATION.
1	1	0	1720204A2	SHIPPER CERTIFICATION.
1	5	0	1720204A1	SHIPPER CERTIFICATION.
21	22	2	1720204A	NO SHIPPER'S CERTIFICATION ON SHIPPING PAPER
2	2	0	1720203N	ADDITIONAL DESCRIPTION REQUIREMENTS
18	28	2	1720203M2	ADDITIONAL DESCRIPTION REQUIREMENTS
4	4	0	1720203M1	ADDITIONAL DESCRIPTION REQUIREMENTS
20	22	0	1720203L2	ADDITIONAL DESCRIPTION REQUIREMENTS
9	12	0	1720203L1	ADDITIONAL DESCRIPTION REQUIREMENTS
4	4	0	1720203L	ADDITIONAL DESCRIPTION REQUIREMENTS
23	23	1	1720203K	ADDITIONAL DESCRIPTION REQUIREMENTS
3	3	0	1720203I2	ADDITIONAL DESCRIPTION REQUIREMENTS
2	2	0	1720203G1	ADDITIONAL DESCRIPTION REQUIREMENTS
33	93	1	1720203E2	ADDITIONAL DESCRIPTION REQUIREMENTS
2	2	0	1720203E1	ADDITIONAL DESCRIPTION REQUIREMENTS
1	20	20	1720203D9	ADDITIONAL DESCRIPTION REQUIREMENTS
1	1	0	1720203D5	ADDITIONAL DESCRIPTION REQUIREMENTS
4	10	0	1720203D4	ADDITIONAL DESCRIPTION REQUIREMENTS
1	20	20	1720203D2	ADDITIONAL DESCRIPTION REQUIREMENTS
21	21	0	1720203D1	ADDITIONAL DESCRIPTION REQUIREMENTS
37	48	0	1720203C2	ADDITIONAL DESCRIPTION REQUIREMENTS
9	9	1	1720203C1	ADDITIONAL DESCRIPTION REQUIREMENTS
5	5	0	1720203B	ADDITIONAL DESCRIPTION REQUIREMENTS
9	15	0	1720203A	ADDITIONAL DESCRIPTION REQUIREMENTS
14	14	4	1720202E	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
3	3	0	1720202D	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
2	11	0	1720202C	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
26	58	1	1720202B	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
9	9	0	1720202A6	THE NUMBER AND TYPE OF PACKAGES
21	22	0	1720202A5	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
22	24	0	1720202A4	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
10	10	0	1720202A3	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
41	103	1	1720202A2	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
65	100	2	1720202A1	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
58	73	26	1720202A	MISSING ALL OF THE HM DESCRIPTION ON SHIPPING PAPERS
60	106	3	1720201E	DESCRIPTION OF HAZARDOUS MATERIALS REQUIRED

71	83	37	1720201D	DESCRIPTION OF HAZARDOUS MATERIALS REQUIRED
22	28	1	1720201C	DESCRIPTION OF HAZARDOUS MATERIALS REQUIRED
48	60	0	1720201A4	DESCRIPTION OF HAZARDOUS MATERIALS REQUIRED
4	9	0	1720201A3	DESCRIPTION OF HAZARDOUS MATERIALS REQUIRED
5	12	0	1720201A2	DESCRIPTION OF HAZARDOUS MATERIALS REQUIRED
1	1	0	1720201A1III	DESCRIPTION OF HAZARDOUS MATERIALS REQUIRED
82	84	14	1720200A	DESCRIPTION OF HAZARDOUS MATERIALS REQUIRED
10	10	0	1720102C1	SPECIAL PROVISIONS: NUMERIC
2	2	0	1720101C9	HAZARDOUS WASTE
2	2	0	171012aB5VI	REQUIREMENTS FOR CANADIAN SHIPMENTS AND PACKAGES
1	1	0	1710016A	DETAILED HAZARDOUS MATERIAL INCIDENT REPORTS (DOTF5800.1)
6	6	6	1710012E4	REQUIREMENTS FOR IMPORT AND EXPORT SHIPMENTS
23	23	0	1710012B16	REQUIREMENTS FOR IMPORT AND EXPORT SHIPMENTS
6	6	0	1710012B	REQUIREMENTS FOR IMPORT AND EXPORT SHIPMENTS
3	3	1	1710012A	REQUIREMENTS FOR IMPORT AND EXPORT SHIPMENTS
21	21	7	1710002K	ACCEPTING OR OFFERING IMPROPERLY PREPARED SHIPMENTS GENERAL.
47	47	8	1710002F2	ACCEPTING OR OFFERING IMPROPERLY PREPARED SHIPMENTS GENERAL.
2	2	2	1710002F1	ACCEPTING OR OFFERING IMPROPERLY PREPARED SHIPMENTS GENERAL.
2	2	1	1710002E	ACCEPTING OR OFFERING IMPROPERLY PREPARED SHIPMENTS GENERAL.
5	5	1	1710002C	ACCEPTING OR OFFERING IMPROPERLY PREPARED SHIPMENTS GENERAL.
3	3	1	1710002B	ACCEPTING OR OFFERING IMPROPERLY PREPARED SHIPMENTS GENERAL.
6	6	0	1710002A	ACCEPTING OR OFFERING IMPROPERLY PREPARED SHIPMENTS GENERAL.
15	15	1	1070620D	CERTIFICATE OF REGISTRATION
14	14	5	1070620B	CERTIFICATE OF REGISTRATION
3	3	0	1070620A2	CERTIFICATE OF REGISTRATION
1	1	0	1070620A1	COPY OF REGISTRATION STATEMENT
4	4	0	1070620A	MAINTAIN REGISTRATION STATEMENT
3	3	0	1070608C	CHANGE OF ADDRESS NOTICE REQUIRED
17	17	1	1070608B	REGISTRATION ON FILE
15	15	0	1070608A	REGISTRATION STATEMENT REQUIRED
4	4	0	1070608	GENERAL REGISTRATION REQUIREMENTS
191	270	0	RSR S599	ONE OR MORE EOD FAILED A SPECIFIC PROCEDURE, OPERATION OR SAFETY RULE NOT LISTED IN THIS SECTION
33	35	0	RSR S551	ONE OR MORE EOD FAILED TO ENSURE THAT SAFETY CHAINS WERE IN PROPER POSITION BETWEEN LOCOMOTIVES BEFORE THE CONSIST WAS MOVED
4	4	0	RSR S550	ONE OR MORE EOD FAILED TO ENSURE PROPER PROCEDURE WAS FOLLOWED REGARDING TELEMETRY DEVICE
231	265	0	RSR S499	ONE OR MORE EOD FAILED A SPECIFIC PROCEDURE CONCERNING WALKING ISSUES NOT LISTED IN THIS SECTION
83	173	0	RSR S444	ONE OR MORE EOD FAILED TO COMPLY WITH PROCEDURES REQUIRING STEPPING OVER THE RAIL-NOT ON THE RAIL
8	18	0	RSR S443	RSR S443
29	46	0	RSR S442	ONE OR MORE EOD FAILED TO USED AUTHORIZED WALK AREAS S443 ONE OR MORE EOD FAILED TO ESTABLISH PROTECTION
170	231	0	RSR S441	ONE OR MORE EOD FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD (S) IN PRESCRIBED WALKWAY

9	12	0	RSR S440	ONE OR MORE EOD FAILED TO WALK TO WHERE SWITCHING OR OTHER WORK WAS TO BE PERFORMED
21	23	0	RSR S399	ONE OR MORE EOD FAILED A SPECIFIC PROCEDURE FOR HANDLING SWITCHES NOT LISTED IN THIS SECTION
41	49	0	RSR S335	ONE OR MORE EOD FAILED TO RELOCK SWITCH AFTER USE
15	30	0	RSR S334	ONE OR MORE EOD FAILED TO REAPPLY THE HASP BEFORE MAKING A MOVE OVER THE REALIGNED SWITCH (WHERE APPLICABLE)
215	553	0	RSR S331	ONE OR MORE EOD FAILED TO OBSERVE SWITCH POINTS FOR OBSTRUCTIONS BEFORE PROPERLY "THROWING" THE SWITCH
120	214	0	RSR S330	ONE OR MORE EOD FAILED TO FOLLOW PROCEDURES INVOLVED IN PROPERLY "THROWING" A SWITCH OR DERAIL
84	98	0	RSR S299	ONE OR MORE EOD FAILED A SPECIFIC PROCEDURE FOR GETTING ON, OFF, OR RIDING EQUIPMENT NOT LISTED IN THIS SECTION
14	14	0	RSR S227	ONE OR MORE EOD FAILED TO ENSURE THAT THE CAR THEY WERE RIDING WAS APPROPRIATE TO BE RIDDEN
29	33	0	RSR S226	ONE OR MORE EOD FAILED TO POSITION THEMSELVES SO THAT THEY COULD CONSTANTLY LOOK IN THE DIRECTION OF MOVEMENT
9	14	0	RSR S225	ONE OR MORE EOD FAILED TO CROSS OVER FROM ONE SIDE OF A STATIONARY CAR OR ONE THEY WERE RIDING, TO THE OTHER SIDE PROPERLY
3	3	0	RSR S224	ONE OR MORE EOD FAILED TO GET OFF MOVING EQUIPMENT BEFORE PASSING A "CLOSE" OR "NO" CLEARANCE SIGN
128	157	0	RSR S223	ONE OR MORE EOD FAILED TO FOLLOW PROCEDURES AND/OR PROPERLY LOCATE THEMSELVES WHILE RIDING EQUIPMENT TO A COUPLING, A SPOT
300	464	0	RSR S222	ONE OR MORE EOD FAILED TO COMPLY WITH THE REQUIREMENTS REGARDING NOT GETTING ON OR OFF MOVING EQUIPMENT
26	31	0	RSR S221	ONE OR MORE EOD FAILED TO MAKE A "SAFETY STOP" WHERE REQUIRED, BEFORE COUPLING TO OTHER EQUIPMENT
208	312	0	RSR S220	ONE OR MORE EOD FAILED TO GET ON OR OFF EQUIPMENT PROPERLY
32	41	0	RSR S199	ONE OR MORE EOD FAILED A SPECIFIC PROCEDURE FOR HANDBRAKE OPERATIONS NOT LISTED IN THIS SECTION
5	7	0	RSR S112	ONE OR MORE EOD FAILED TO PROPERLY RELEASE A HAND BRAKE ON ENGINE OR CAR BEFORE MOVING THE EQUIPMENT
1	1	0	RSR S111	ONE OR MORE EOD FAILED TO ENSURE THAT HANDBRAKE(S) WERE SET PROPERLY (NO KINKS IN THE CHAIN, ETC.)
60	88	0	RSR S110	ONE OR MORE EOD FAILED TO APPLY/RELEASE HANDBRAKE USING PROPER STANCE (FOR INSTANCE, 3 POINTS OF CONTACT WITH THE EQUIPMENT
62	73	0	RSR S099	ONE OR MORE EOD FAILED A SPECIFIC PROCEDURE FOR GOING BETWEEN EQUIPMENT NOT LISTED IN THIS SECTION
11	16	0	RSR S005	ONE OR MORE EOD FAILED TO ENSURE THAT COMM WITH THEIR OWN CREW, ANOTHER CREW (S) OR THE PERSON IN CHARGE AT THE SWITCHING
254	358	0	RSR S004	ONE OR MORE EOD FAILED TO ENSURE REQUIRED DISTANCE WAS MAINTAINED WHEN PASSING BEHIND OR IN FRONT OF STANDING EQUIPMENT
159	210	0	RSR S003	ONE OR MORE EOD FAILED TO ENSURE REQUIRED DISTANCE WAS MAINTAINED BETWEEN EQUIPMENT (25 FEET, 50 FEET, ETC.) BEFORE GOING BTW EQP
23	29	0	RSR S002	ONE OR MORE EOD FAILED TO ENSURE THAT PROPER PROCEDURES WERE FOLLOWED WHILE ADJUSTING DRAWBARS OR COUPLERS
194	287	0	RSR S001	ONE OR MORE EOD FAILED TO ENSURE THAT PROCEDURES REQUIRED BEFORE GOING BTW RAIL EQUIPMENT ("RED ZONE" OR "3 POINT" PROTECTION)
52	61	0	ROR H899	OTHER CAUSES RELATING TO RCL/RCO OPERATIONS AND PROCEDURES (PROVIDE DETAILED DESCRIPTION IN NARRATIVE)
2	2	0	ROR H812	MISLEADING INSTRUCTIONS/INFORMATION GIVEN TO RCO BY CREW MEMBER(S), YARDMASTERS, THIRD PARTIES, ETC.
14	19	0	ROR H811	ONE OR MORE EOD FAILED TO PROVIDE POINT PROTECTION - CAR LEADING

30	39	0	ROR H810	ONE OR MORE EOD FAILED TO PROVIDE POINT PROTECTION AS REQUIRED - LOCOMOTIVE LEADING
7	7	0	ROR H809	ONE OR MORE EOD FAILED TO PLACE RCL SIGN AT LOCOMOTIVE CONTROLS DURING REMOTE OPERATION
5	5	0	ROR H808	ONE OR MORE EOD FAILED TO PROPERLY PERFORM "PITCH AND CATCH" PROCEDURE(S)
1	1	0	ROR H807	ONE OR MORE EOD OPERATED RCL WHILE SIMULTANEOUSLY OPERATING OTHER EQUIPMENT
18	18	0	ROR H806	ONE OR MORE EOD OPERATED RCL WHILE OUT OF POSITION, I.E., MOVEMENT OUT OF OPERATOR'S RANGE OF VISION
9	9	0	ROR H804	RCZ NOT PROPERLY IDENTIFIED/DEFINED INCLUDING PROPERLY DISPLAYED SIGNS
2	2	0	ROR H803	TRAINS, ENGINES, EQUIPMENT, OR UNAUTHORIZED PERSONNEL ENTERED ACTIVATED RCZ WITHOUT PERMISSION
4	4	0	ROR H802	ONE OR MORE EOD FAILED TO PROPERLY ACTIVATE/DEACTIVATE RCZ
21	23	0	ROR H801	ONE OR MORE EOD FAILED TO PROPERLY SECURE UNATTENDED RCL
110	162	0	ROR H799	ONE OR MORE EOD FAILED TO COMPLY WITH A SWITCH ISSUE NOT LISTED IN THIS SECTION
1	1	0	ROR H708	ONE OR MORE EOD FAILED TO WAIT THE PRESCRIBED TIME BEFORE ENTERING THE MAIN TRACK AT A HAND THROW SWITCH
72	119	0	ROR H706	ONE OR MORE EOD FAILED TO ENSURE ALL SWITCHES INVOLVED WITH A MOVE WERE PROPERLY LINED AFTER BEING USED
103	145	0	ROR H705	ONE OR MORE EOD FAILED TO ENSURE ALL SWITCHES INVOLVED WITH THE MOVE WERE PROPERLY LINED BEFORE MOVEMENT WAS BEGUN
2	2	0	ROR H704	ONE OR MORE EOD FAILED TO APPLY PROPER PROCEDURES TO DE-ACTIVATE A DUAL CONTROL SWITCH BEFORE OPERATING IT BY
212	305	0	ROR H703	ONE OR MORE EOD FAILED TO ENSURE THAT SWITCH(ES) WERE LATCHED OR LOCKED PRIOR TO OR SUBSEQUENT TO, MOVEMENT OVER THE SWITCH OR SWITCHES
173	230	0	ROR H702	ONE OR MORE EOD FAILED TO ENSURE THAT ALL SWITCHES INVOLVED WITH A MOVE WERE PROPERLY LINED
15	38	0	ROR H699	ONE OR MORE EOD FAILED TO COMPLY WITH A SPEED ISSUE NOT LISTED IN THIS SECTION
5	5	0	ROR H605	ONE OR MORE EOD FAILED TO COMPLY WITH RESTRICTED SPEED OTHER THAN WHEN REQUIRED BY BLOCK SIGNAL INDICATION
6	7	0	ROR H604	ONE OR MORE EOD FAILED TO COMPLY WITH TRACK, EQUIPMENT OR CONDITIONAL SPEED-OTHER THAN AUTOMATIC OR ABSOLUTE SIGNAL-REQUIREMENTS
8	12	0	ROR H603	ONE OR MORE EOD FAILED TO CONTROL SPEED DURING SWITCHING MOVEMENT
76	96	0	ROR H599	ONE OR MORE EOD FAILED TO COMPLY WITH AN INSPECTION OR MAKE-UP ISSUE NOT LISTED IN THIS SECTION
1	1	0	ROR H505	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING WAYSIDE INSPECTION DEVICES
35	52	0	ROR H504	ONE OR MORE EOD FAILED TO INSPECT A PASSING TRAIN WHEN IN A POSITION TO DO SO
7	8	0	ROR H503	ONE OR MORE EOD FAILED TO PROPERLY MAKE-UP OR PLACE CARS IN THE TRAIN
124	214	0	ROR H499	ONE OR MORE EOD FAILED TO COMPLY WITH A MOVEMENT ISSUE NOT LISTED IN THIS SECTION
10	17	0	ROR H408	ONE OR MORE EOD FAILED TO ENSURE THAT ALL PROCEDURES WERE FOLLOWED TO ENSURE ACCURATE DELIVERY OF ALL TRACK WARRANTS, BULLETINS, ETC.
1	1	0	ROR H407	ONE OR MORE EOD FAILED TO STOP, RECEIVE, RECORD, AND/OR RETAIN AUTHORITY TO PASS A STOP SIGNAL
1	1	0	ROR H406	ONE OR MORE M OF W EOD FAILED TO COMPLY WITH REQUIREMENTS REGARDING RELEASE OF TRACK AUTHORITY BEFORE ALL MAIN TRACK
28	45	0	ROR H405	ONE OR MORE EOD FAILED TO COMPLY WITH REQUIREMENTS INVOLVED IN TRANSMITTING, COPYING OR REPEATING CORRECTLY ANY MANDATORY DIRECTIVE
14	15	0	ROR H404	ONE OR MORE EOD FAILED TO COMPLY WITH TRAIN ORDER, TRACK WARRANT, TRACK BULLETIN, TIMETABLE AUTHORITY OTHER MAIN TRACK INSTRUCTION
9	10	0	ROR H403	ONE OR MORE EOD FAILED TO ENSURE THAT THE MOVEMENT OF TRAIN, ENGINE OR TRACK

				CAR COMPLIED WITH WRITTEN OR VERBAL INSTRUCTIONS RECEIVED
10	10	0	ROR H402	ONE OR MORE EOD FAILED TO COMPLY WITH REQUIREMENTS INVOLVED IN THE MOVEMENT OF MOTOR CAR(S) OR OTHER ON-TRACK EQUIPMENT
45	47	0	ROR H401	ONE OR MORE EOD FAILED TO ENSURE THAT TRAIN OR ENGINE WAS STOPPED IN THE CLEAR
111	137	0	ROR H399	ONE OR MORE EOD FAILED TO COMPLY WITH A SWITCHING OPERATIONS ISSUE NOT LISTED IN THIS SECTION
4	6	0	ROR H310	ONE OR MORE EOD FAILED TO COMPLY WITH, MAINTAIN OR PROPERLY POST CLOSE OR NO CLEARANCE SIGNS OR PROCEDURES
15	44	0	ROR H309	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING COMMUNICATION WITH OTHER CREW(S) ABOUT WORK IN PROGRESS.
60	77	0	ROR H308	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS TO STRETCH CARS BEFORE SHOVING
12	23	0	ROR H307	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING A FAILURE TO PLACE OR REMOVE A TRACK SKATE
68	75	0	ROR H306	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING SHOVING MOVE, ACCOUNT LACK OF EOD ON, AT OR AHEAD OF THE LEADING END OF
6	6	0	ROR H305	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING SWITCHING, HUMPING OR KICKING HAZARDOUS MATERIAL CARS
8	13	0	ROR H304	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING JOB BRIEFINGS
122	147	0	ROR H303	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING DERAIL OPERATIONS (ON-OFF)
150	171	0	ROR H302	ONE OR MORE EOD FAILED TO ENSURE THAT EQUIPMENT WAS NOT FOULING ADJACENT TRACK BEFORE LEAVING SUCH EQUIPMENT.
59	82	0	ROR H299	ONE OR MORE EOD FAILED TO COMPLY WITH A SIGNAL ISSUE NOT LISTED IN THIS SECTION
55	75	0	ROR H216	ONE OR MORE EOD FAILED TO ENSURE TRAIN WAS EQUIPPED WITH A MARKER TO INDICATE THE REAR OF THE TRAIN
246	307	0	ROR H215	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING HEADLIGHT OR DITCHLIGHT USE (DIM/OFF/DIRECTION OF MOVEMENT/ETC)
223	266	0	ROR H214	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING USE OF WHISTLE/BELL
24	55	0	ROR H212	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS CONCERNING THE PROPER METHOD TO BE USED TO PASS THROUGH A RAILROAD CROSSING AT GRADE
1	1	0	ROR H211	ONE OR MORE EOD FAILED TO COMPLY WITH APPLICABLE PROCEDURES WHEN DELAYED IN BLOCK OR WHEN ENTERING MAIN TRACK BETWEEN BLOCK SIGNALS
4	4	0	ROR H210	ONE OR MORE EOD FAILED TO COMPLY WITH REQUIREMENTS GOVERNING TRAIN MOVEMENTS THAT PASS ABSOLUTE BLOCK SIG, INCLUDING RESTRICTED SPEED
10	10	0	ROR H209	ONE OR MORE EOD FAILED TO COMPLY WITH REQUIREMENTS GOVERNING TRN MOVEMENTS THAT PASS AUTO BLOCK SIGS, INCLUDING RESTRICTED SPEED ISSUES.
2	2	0	ROR H208	ONE OR MORE EOD FAILED TO COMPLY WITH THE REQUIREMENTS CONCERNING AN IMPERFECTLY DISPLAYED BLOCK SIGNAL.
12	13	0	ROR H207	ONE OR MORE EOD IMPROPERLY PLACED FLAG(S) (INCLUDES ABSENCE OF FLAGS REQUIRED BY BULLETIN ORDER, TRACK/TEMPORARY SPEED FLAGS, ETC.)
22	22	0	ROR H205	ONE OR MORE EOD FAILED TO COMPLY WITH THE MINIMUM NUMBER OF FUSSES OR TORPEDOES REQUIRED TO PROPERLY FLAG
10	28	0	ROR H204	ONE OR MORE EOD FAILED TO GIVE PROPER HAND SIGNAL(S)
16	46	0	ROR H203	ONE OR MORE EOD ACTED ON IMPROPER HAND SIGNAL(S)
5	9	0	ROR H202	ONE OR MORE EOD FAILED TO STOP MOVE WHEN HAND SIGNAL WENT OUT OF VIEW
441	579	0	ROR H199	ONE OR MORE EOD FAILED A SPECIFIC ACTION NOT LISTED IN THIS SECTION
4	4	0	ROR H111	ONE OR MORE EOD FAILED TO ENSURE THAT ALL PROCEDURES CONCERNING THE APPLICATION AND USE OF BLOCKING DEVICES BY TRAIN DISPATCHERS FOLLOWED
22	35	0	ROR H110	ONE OR MORE EOD IN THE CAB OF A LOCO FAILED TO CALL OR RESPOND TO A CALLED SIGNAL NAME/ASPECT OBSERVED DURING A TRAIN RIDE INSPECTION

235	419	0	ROR H109	ONE OR MORE EOD WAS OBSERVED TO BE IN NON-COMPLIANCE WITH REQUIRED PERSONAL PROTECTIVE EQUIPMENT (PPE)
27	62	0	ROR H108	ONE OR MORE EOD FAILED TO ENSURE THAT THE BULLETIN BOARD, BOOK OR OTHER REQUIRED INFORMATION WAS CURRENT AT A REQUIRED LOCATION
10	20	0	ROR H107	ONE OR MORE EOD FAILED TO COMPLY WITH REQUIREMENTS FOR OBSERVING THE BULLETIN BOARD/BOOK
77	89	0	ROR H106	ONE OR MORE EOD FAILED TO COMPLY WITH RULES GOVERNING TIMETABLE/RULE BOOK POSSESSION
46	66	0	ROR H105	ONE OR MORE EOD FAILED TO COMPLY WITH ANY GENERAL CONDUCT RULE NOT LISTED IN THIS SECTION
17	17	0	ROR H104	EMPLOYEE IS OBSERVED ASLEEP OR ASSUMING AN ATTITUDE OF SLEEP
69	80	0	ROR H099	ONE OR MORE EOD FAILED TO COMPLY WITH A BRAKE ISSUE NOT LISTED IN THIS SECTION
7	9	0	ROR H006	ONE OR MORE EOD FAILED TO TEST HANDBRAKE FOR EFFECTIVENESS BEFORE CUTTING AWAY FROM THE EQUIPMENT
21	26	0	ROR H005	ONE OR MORE EOD FAILED TO OPERATE THE INDEPENDENT OR AUTOMATIC AIR BRAKE SYSTEM IN COMPLIANCE WITH THE RR'S WRITTEN INSTRUCTIONS
109	136	0	ROR H004	ONE OR MORE EOD FAILED TO APPLY OR TO APPLY ENOUGH, HAND BRAKES ONCAR(S)
62	64	0	ROR H003	ONE OR MORE EOD FAILED TO APPLY, OR PROPERLY APPLY, HANDBRAKE ON ENGINE(S)
168	192	0	ROR H002	ONE OR MORE EOD FAILED TO PROPERLY SECURE, OTHER THAN HANDBRAKES, ENGINE(S) (ISOLATION SWITCHES, REVERSER HANDLES IN PROPER PLACE
8	8	0	ROR H001	ONE OR MORE EOD BOTTLED THE AIR
1	1	0	ROR	RAILROAD OPERATING RULE

Federal Railroad Administration
Office of Safety Analysis

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2.05 - Defect Summary

This report produced on Friday, Mar 28, 2008

Selections: Railroad - ALL
All States, All regions
Federal & State Inspectors, All Disciplines
All Areas, All Source Codes

Jan 2006 To Dec 2006

68,363 Reports 314,173 Defects 3,497,000 Units 271,054 Observations
4,140 Violation Rpts 12,865 Violation Defects
Inspected on 49,830 days.

Activity	Observations	Units	Defects	Violations
Exempts./Competent Authorities	113	146	0	0
Registration Requirements	1,846	1,990	78	5
General Information	112	331	34	18
Shipping Papers	6,544	89,098	2,440	476
Emergency Response Information	4,037	47,862	27	10
DOT Hazardous Material Tng.	1,929	20,346	4,262	181
SECURITY PLANS	1,838	2,225	545	19
SECURITY TRAINING	1,645	21,530	1,007	83
General Requirements	4,118	70,426	1,443	60
General Operating Requirements	2,529	5,583	525	258
General Handling/Loading Rqts.	432	3,456	72	32
Remedial Action Not Reported	31	42	41	25
Hours of Service	317	1,588	368	257
Frt Car Standards	11,820	628,939	17,931	541
Rules Class	157	179	2	0
Dispatchers/Operators	474	591	0	0
Emergency Orders	3,334	4,430	711	73
Remote Control Operations	1,011	1,162	0	0
Other Operations Observations	11,692	17,292	11	1
Programs and Records	885	1,150	2,714	46
Freight Train Riding-Main	1,063	1,178	3	0
OP Testing Sessions	922	1,005	47	18
Passenger related train riding	757	837	0	0
Camp Car Protection	48	58	9	0
Flag Protection Rule	1,776	2,390	54	2
Hump Yard Protection	109	113	46	0
Blue Signal-Main Track	3,914	6,335	184	34
Blue Signal-Locomotive Area	2,731	4,421	151	16

Tampering	2,521	3,567	122	7
Utility Employee	203	215	28	6
Yard Limits	315	383	26	5
Drug and Alcohol	888	1,075	2,112	169
Radio Standards	4,658	5,791	2,297	140
Rear End Markers	1,955	3,500	67	7
Use of loc horn	386	890	0	0
Use of loc horn (OP)	1,085	1,402	239	1
Glazing	6,491	25,147	527	1
Reflectorization Rail Freight	391	9,147	142	0
Internal Controls-Injury/Illns	620	633	223	50
Injury/Illness Reporting	3,398	3,900	3,514	573
H/S Act: Rec, Faclt. Insp.	1,432	10,004	7,145	600
Clean, Safe and Sanitary	9	18	0	0
Diesel/Elec Locomotive	8,655	25,654	24,202	556
Electric Locomotive	116	256	78	0
MU Locomotive	122	784	247	0
Other Locomotive	159	327	100	0
Remote Control Locomotive	236	404	550	59
Steam Locomotive	139	172	109	1
Steam Loco. Observation/Test	80	109	0	0
Safety Appl. (Cars and Locos)	15,782	657,220	47,616	581
Power Brakes (Cars and Locos)	13,655	510,528	25,546	437
Any Car With Air	3,910	187,775	6,330	154
End of Train Device	2,988	5,905	29	0
OP Initial Term Brake Tst in C	282	366	1	0
Single Car Test	270	712	141	22
Initial Brake Test	2,861	6,685	648	67
OP Securement of Loco/Equipmen	4,392	7,557	910	139
Psgr. Equip. Safety Standards	907	7,790	3,460	51
Single Car test	7	10	0	0
Initial brake test	91	172	0	0
Psgr. Train Emergency Prep.	390	1,055	159	77
Locomotive Engr. Certification	4,763	6,687	1,166	99
Automatic Block - Other	158	645	88	1
Automatic Block - Signals	408	2,376	517	2
Automatic Block - Switches	247	852	198	10
Automatic Cab - Locomotive	68	336	31	8
Automatic Cab - Other	16	49	0	0
Automatic Train Control - Loco	226	892	154	16
Automatic Train Control- Other	39	193	11	0
ATIP (T-10/T-6)	628	28,159	0	0
Automatic Train Stop - Loco.	64	358	98	18
Automatic Train Stop - Other	69	246	26	0
Bridge Worker Safety Insp.	226	643	13	1
Review CWR plans	403	404	54	1
Derail	3,776	13,313	300	0
Freight Container	1,105	11,180	517	34
Ride railroad GRMS	13	375	9	0

Highway Grade X-ing - Other	3,713	28,893	1,440	27
Highway Grade X-ing - Records	1,026	60,360	6,571	381
Highway Grade X-ing - Signals	4,563	52,057	10,226	254
Highway Grade X-ing - Track	40	117	0	0
Highway Grade X-ing - Switch	190	360	51	0
5800.1 Reports/NRC Report	428	581	3	0
Int. Bulk Container (Gnd lvl)	77	557	5	2
Int. Bulk Container (All clos)	19	89	9	1
Int. Bulk Container (No Haz)	5	8	3	0
Int. Bulk Container (Not Insp)	1	1	1	1
Intermodal Marketing Company	8	8	0	0
Intermodal Facility Operations	551	551	0	0
Interlocking - Other	305	1,779	171	3
Interlocking - Signals	649	3,208	417	8
Interlocking - Switches	449	2,169	255	2
Intermodal Port. Tank (Ground)	301	1,241	174	17
Intermodal Port. Tank (All)	64	178	38	3
Intermodal Port. Tank (No Haz)	1	1	0	0
Intermodal Port. Tank (Not Ins	6	3	2	1
Locomotive Control Sys. Recs.	229	7,822	693	31
Lift rail assemblies	104	402	0	0
MPandE Records	10,819	124,309	9,631	389
Bridge Inspections(Track only)	517	1,483	0	0
Hi-Rail main Track	7,289	162,155	15,783	56
Walk Main Track	7,414	12,521	24,196	297
Non-bulk Packaging	86	863	6	1
Noise Inspection	18	36	0	0
OP Records Inspection	17	29	0	0
Owner Record Inspections	22	2,897	3	1
Other - Locomotive	4	22	0	0
Other - Other	317	3,900	1	1
Other - Signals	65	1,485	0	0
Other - Switches	20	80	0	0
Portable Tank (Ground level)	61	136	22	1
Portable Tank (All closures)	29	58	17	4
Portable Tank (No Hazmat)	1	1	0	0
Quality Assurance Program	137	428	160	6
Radioactive Material Pkg (Gnd)	82	1,036	116	16
Radioactive Material Pkg (All)	6	16	0	0
Rail Car Not Tank (Ground)	885	4,934	534	76
Rail Car Not Tank (All)	72	246	49	8
Rail Car Not Tank (No Hazmat)	111	970	22	2
Rail Car Not Tank (Not Insp)	19	31	13	4
Roadway Maint Machine & Hi-rai	4,304	6,699	646	4
Railroad Operations	7,680	7,680	0	0
Roadway Worker Protection Rule	15,237	36,336	1,012	139
Rail Crossing Main Track	971	1,828	643	2
Rail Crossing Yard Track	88	140	41	0
Shipper/Consignee Operations	3,068	3,068	0	0

Signal Records	478	44,118	1,737	258
Speed/Class Inspection	14	27	0	0
Train Riding	120	377	0	0
Switching Ops with HAZMAT cars	519	3,610	11	10
Tank Car (Ground level)	6,217	87,379	2,752	160
Tank Car (All closures)	4,815	31,925	3,443	479
Tank Car (No Hazmat)	129	794	11	0
Tank Car (Not Inspected)	273	1,207	185	109
Tank Car Facility (Class A)	11	11	0	0
Tank Car Facility (Class B)	5	5	0	0
Tank Car Facility (Class C)	90	90	0	0
Tank Car Facility (Class E)	1	1	0	0
Tank Car Facility (Class F)	31	31	0	0
Tank Car Facility (Class G)	13	13	0	0
Tank Car Facility (Class L)	6	6	0	0
Traffic Control - Other	1,103	4,923	415	11
Traffic Control - Signals	1,946	12,873	2,820	52
Traffic Control - Switches	1,659	5,835	1,036	22
Ride RR track geometry car	61	2,704	0	0
Turnouts Main Track	8,519	78,831	24,008	140
Turnouts Yard Track	4,127	44,474	14,707	67
In-train Placement,HAZMAT Cars	2,888	7,276	67	40
Track Records	1,060	108,626	9,421	3480
Train Riding	65	69	0	0
Train Riding	666	33,670	153	0
Tank Car Unloading	1,513	2,473	487	36
United States Code	35	172	59	11
Hi-Rail Yard Track	514	2,138	1,295	0
Walk Yard Track	4,321	9,006	16,157	204

Any defects that begin with ROR, RSR, or TSI are not Federal defects. They are observations of a company violating their own operating rules.

Nbr	Defects	Viol	Defect	Defect "Nbr" is the number of line items used to record defects
14	19	0	USC020701	LOCOMOTIVE NOT IN SAFE AND SUITABLE CONDITION FOR SERVICE (EXPLAIN)
34	34	11	USC020303	FAILURE TO MEET CONDITIONS OF MOVEMENT FOR REPAIR FOR LOCOMOTIVE OR CAR WITH DEFECTIVE POWER BRAKES AND/OR SAFETY APPLIANCES (EXPLAIN)
4	4	0	USC020302	LOCOMOTIVE, CAR OR TRAIN NOT PROPERLY EQUIPPED WITH POWER BRAKES, AUTOMATIC COUPLERS OR SAFETY APPLIANCES (EXPLAIN)
3	3	0	HSA 21105B2	HSA 21105B2
180	191	166	HSA 21105B1	HSA 21105B1
1	1	1	HSA 21104A2C2	HSA 21104A2C2
2	1	1	HSA 21104A2A	HSA 21104A2A
91	189	111	HSA 21103A2	HSA 21103A2
33	42	29	HSA 21103A1	HSA 21103A1
15	78	0	EO 0024A	CONDUCTED INSPECTION RELEVANT TO EO-24. NO DEFECTS NOTED.
3	3	0	EO 00248B	RAILROAD FAILED TO COMPLETE IMPLEMENTATION OF EO 24 NO LATER THAN NOVEMBER 22, 2005.
5	5	0	EO 00247A	THE RAILROAD FAILED TO PROVIDE A COPY OF EO 24 TO ALL EMPLOYEES OR FAILED TO RETAIN A WRITTEN RECEIPT OR ACKNOWLEDGMENT FOR EACH AFFECTED EMPLOYEE.
				THE RAILROAD FAILED TO SPECIFICALLY PROVIDE FOR A MINIMUM NUMBER OF TESTS

3	3	2	EO 00246B	RELEVANT TO EO 24 PER YEAR.
6	6	2	EO 00246A	THE RAILROAD S FAILED TO REVISE ITS PROGRAM OF OPERATIONAL TESTS AND INSPECTIONS UNDER 49 CFR PART 217 TO INCLUDE THE REQUIREMENTS OF EO 24.
2	2	0	EO 00245B	BEFORE MOVEMENT OCCURRED, THE ENGINEER FAILED TO ACKNOWLEDGE THE SWITCH INFORMATION BY RADIO.
4	4	0	EO 00245A	IN THE CASE OF A TRAIN, CREWMEMBER WHO OPERATED THE SWITCH FAILED TO COMMUNICATE WITH THE ENGINEER BY RADIO WHILE PHYSICALLY AT THE SWITCH LOCATION, S
1	1	0	EO 00244A	EMPLOYEE FAILED TO CONDUCT JOB BRIEFINGS IN CONNECTION WITH THE OPERATION OF HAND-OPERATED MAIN TRACK SWITCHES IN NON-SIGNALED TERRITORY BEFORE WORK H
12	20	0	EO 00243D	EMPLOYEE / RAILROAD FAILED TO RETAIN SPAFS FOR A PERIOD OF FIVE DAYS AND/OR MAKE AVAILABLE TO REPRESENTATIVES OF THE FRA FOR INSPECTION AND COPYING.
84	373	26	EO 00243C	EMPLOYEE FAILED TO RECORD ALL REQUIRED INFORMATION ON THE SPAF BEFORE REPORTING CLEAR OF THE LIMITS OF THE MAIN TRACK AUTHORITY.
28	62	5	EO 00243B	EMPLOYEE FAILED TO MAKE ENTRY ON THE SPAF WITH RESPECT TO A SPECIFIC HAND-OPERATED MAIN TRACK SWITCH IN NON-SIGNALED TERRITORY AS SOON AS PRACTICABLE
24	39	16	EO 00243A	EMPLOYEES OPERATING HAND-OPERATED MAIN TRACK SWITCHES IN NON-SIGNALED TERRITORY FAILED TO COMPLETE A SPAF.
11	26	0	EO 00242J	IN THE CASE OF A TRAIN, THE TRAIN DISPATCHER FAILED TO CONFIRM THAT BOTH THE CONDUCTOR AND ENGINEER HAD INITIALED THE SPAF AS REQUIRED.
8	21	1	EO 00242I	THE TRAIN DISPATCHER FAILED TO CONFIRM THE SWITCH POSITIONS WITH THE EMPLOYEE RELEASING THE LIMITS BEFORE CLEARING THE LIMITS OF THE AUTHORITY.
6	6	1	EO 00242H	BEFORE RELEASING THE LIMITS OF A MAIN TRACK AUTHORITY, THE EMPLOYEE RELEASING THE LIMITS FAILED TO REPORT TO THE TRAIN DISPATCHER THAT ALL HAND-OPERAT
13	14	7	EO 00242G	MAIN TRACK SWITCH, WHEN NOT IN USE, WAS NOT LOCKED, HOOKED OR LATCHED.
3	3	1	EO 00242F	THE MAIN TRACK SWITCH WAS NOT LINED AND LOCKED IN THE NORMAL POSITION WHEN NOT IN USE, EXCEPT WHEN THE SWITCH WAS LEFT IN THE CHARGE OF A CREWMEMBER O
1	1	0	EO 00242E	THE RAILROAD FAILED TO DESIGNATE THE NORMAL POSITION OF A MAIN TRACK SWITCH.
4	4	2	EO 00242D	EMPLOYEE OPERATING HAND-OPERATED MAIN TRACK SWITCHES IN NON-SIGNALED TERRITORY FAILED TO VISUALLY ENSURE THAT: HAND-OPERATED MAIN TRACK SWITCHES WERE
5	5	5	EO 00242C	EMPLOYEES OPERATING HAND-OPERATED MAIN TRACK SWITCHES IN NON-SIGNALED TERRITORY FAILED TO PROPERLY OPERATE AND/OR RESTORE THE SWITCH TO ITS NORMAL POS
2	2	0	EO 00242A	EMPLOYEE OPERATED HAND-OPERATED MAIN TRACK SWITCH IN NON-SIGNALED TERRITORY WITHOUT BEING QUALIFIED ON THE RAILROAD S OPERATING RULES RELATING TO THEI
3	3	0	EO 00241C	RAILROADS FAILED TO MAINTAIN RECORDS OF BOTH INITIAL AND PERIODIC INSTRUCTION AVAILABLE FOR INSPECTION AND COPYING BY REPRESENTATIVES OF THE FRA DURIN
1	2	0	EO 00241B	RAILROAD FAILED TO PROVIDE PERIODIC INSTRUCTION TO ALL AFFECTED EMPLOYEES IN ACCORDANCE WITH 49 CFR 217.11
18	27	4	EO 00241A	RAILROAD FAILED TO PROVIDE INITIAL INSTRUCTION TO AFFECTED EMPLOYEES ON THIS EO AND THE RAILROAD S OPERATING RULES RELATING TO THE OPERATION OF HAND-O
1	1	1	EO 00202	EO 00202
2	2	0	2400307C	FAILURE OF RAILROAD TO FOLLOW PROPER HEARING PROCEDURES IN ABSENCE OF COLLECTIVE BARGAINING AGREEMENT (CBA)
1	1	1	2400307B(5)	PENDING REVOCATION RAILROAD FAILED TO: IMPOSE PROPER PERIOD OF REVOCATION
1	1	0	2400307B(3)	PENDING REVOCATION RAILROAD FAILED TO: CONVENE A HEARING WITHIN APPLICABLE TIME LIMITS
2	2	1	2400307B(2)(III)	PENDING REVOCATION RAILROAD FAILED TO: PROVIDE PROPER NOTICE OF: AN OPPORTUNITY FOR A HEARING BEFORE A PRESIDING OFFICER OTHER THAN THE INVESTIGATING
1	1	1	2400307B(2)(I)	PENDING REVOCATION RAILROAD FAILED TO: PROVIDE PROPER NOTICE OF: CERTIFICATE

				SUSPENSION
3	3	2	2400307B(1)	PENDING REVOCATION RAILROAD FAILED TO: IMMEDIATELY SUSPEND CERTIFICATION UPON RELIABLE INFORMATION
2	13	0	2400305C	FAILURE OF ENGINEER TO NOTIFY RAILROAD WHEN INSTRUCTED TO EXCEED CERTIFICATION LIMITATIONS OR RAILROAD REQUIRING ENGINEER TO EXCEED LIMITATIONS
2	2	0	2400305B2	FAILURE OF CERTIFIED ENGINEER TO: DISPLAY CERTIFICATE UPON REQUES
1	1	0	2400305B1	FAILURE OF CERTIFIED ENGINEER TO: POSSESS CERTIFICATE WHILE ON DUTY AS ENGINEE
7	7	0	2400305B(2)	FAILURE OF CERTIFIED ENGINEER TO: DISPLAY CERTIFICATE UPON REQUEST
53	54	2	2400305B(1)	FAILURE OF CERTIFIED ENGINEER TO: POSSESS CERTIFICATE WHILE ON DUTY AS ENGINEER
1	1	1	2400305A(4)	UNLAWFUL TO: OCCUPY MAIN TRACK WITHOUT AUTHORITY OR PERMISSION
1	1	1	2400305A(3)	UNLAWFUL TO: FAILURE TO PERFORM REQUIRED TRAIN AIR BRAKE TESTS
5	5	1	2400305A(2)	UNLAWFUL TO: EXCEED SPEED BY 10 MPH OR FAIL TO STOP WITHIN HALF THE RANGE OF VISION RESULTING IN A REPORTABLE ACCIDENT/INCIDENT UNDER PART 225
4	4	0	2400305A(1)	UNLAWFUL TO: PASS STOP SIGNAL WITHOUT AUTHORITY OR PERMISSION
3	3	0	2400303D(6)	OPERATING RULE EFFICIENCY TEST IMPROPER BECAUSE:FAILURE TO DOCUMENT TEST WITHIN 30 DAYS
1	5	0	2400303D(2)	OPERATING RULE EFFICIENCY TEST IMPROPER BECAUSE:TEST FAILS TO MEET ONE OF THE REQUIRED CRITERIA
1	6	0	2400303D(1)	OPERATING RULE EFFICIENCY TEST IMPROPER BECAUSE:TEST FAILS TO MEET ONE OF THE REQUIRED CRITERIA
32	112	39	2400303C	FAILURE TO CONDUCT OPERATING RULE EFFICIENCY TEST EACH CALENDAR YEAR
19	37	6	2400303B	FAILURE TO MONITOR PERFORMANCE ONCE EACH CALENDAR YEAR
6	8	0	2400301A	FAILURE TO HAVE CERTIFICATE REPLACEMENT SYSTEM OR REPLACEMENT SYSTEM NOT REASONABLE OR ACCESSIBLE
1	1	0	2400231C(3)	RAILROAD FAILS TO FURNISH PILOT WHEN MAXIMUM AUTHORIZED SPEED ON TRACK EXCEEDS 20 MPH
2	2	1	2400231C(2)	RAILROAD FAILS TO FURNISH PILOT WHEN DISTANCE TRAVELED ON MAIN TRACK EXCEEDS ONE (1) MILE
5	5	0	2400231B(1)	RAILROAD PROVIDES UNQUALIFIED ENGINEER AS PILOT
7	7	5	2400231A	RAILROAD ALLOWS ENGINEER TO OPERATE WHO IS NOT QUALIFIED ON THE PHYSICAL CHARACTERISTICS OF THE TERRITORY OR NOT ADDRESSED IN PROGRAM
3	3	2	2400229F(2)	CONTROLLING RAILROAD ALLOWS UNQUALIFIED JOINT OPERATIONS ENGINEER TO OPERATE WHEN: TRACK IS CLASSIFIED AS A MAIN TRACK
1	2	0	2400229E	CONTROLLING RAILROAD FAILS TO PROVIDE PROPERLY QUALIFIED PILOT
1	1	1	2400229C(2)	EMPLOYING RAILROAD ALLOWS UNQUALIFIED ENGINEER TO OPERATE OVER JOINT OPERATIONS TERRITORY
1	1	0	2400225A(5)	FAILURE TO CONDUCT PERFORMANCE SKILLS TEST
9	9	0	2400223D	UNLAWFUL TO MAKE FALSE ENTRIES, MISSTATEMENT , OMISSION, OR MUTILATE
1	1	0	2400223B	FAILURE TO DESIGNATE PERSON OTHER THAT DSLE, WHO IS AUTHORIZED TO SIGN CERTIFICATE
46	56	4	2400223A(7)	CERTIFICATE REQUIREMENTS:FAILS TO INDICATE DATE OF LAST MONITORING RIDE IF NOT ON SUPPLEMENTAL DOCUMENTS
2	2	0	2400223A(6)	CERTIFICATE REQUIREMENTS:FAILS TO HAVE SIGNATURE OF ISSUING EMPLOYEE
12	12	0	2400223A(5)	CERTIFICATE REQUIREMENTS:FAILS TO INDICATE ISSUING OR EFFECTIVE DATE
13	13	0	2400223A(4)	CERTIFICATE REQUIREMENTS:FAILS TO IDENTIFY ANY APPLICABLE CONDITIONS OR RESTRICTIONS
11	11	0	2400223A(3)	CERTIFICATE REQUIREMENTS:FAILS TO IDENTIFY PERSON WITH DESCRIPTION OR PHOTOGRAPH

3	3	0	2400223A(2)	CERTIFICATE REQUIREMENTS:FAILS TO INDICATE RAILROAD IS ACTING IN CONFORMITY WITH THIS PART
3	3	0	2400223A(1)	CERTIFICATE REQUIREMENTS:FAILS TO INDICATE RAILROAD OR PARENT COMPANY
2	2	0	2400221E	FAILURE TO HAVE LISTS AVAILABLE FOR INSPECTION OR COPYING
2	2	0	2400221D	FAILURE TO UPDATE REQUIRED LISTS ANNUALLY
1	1	0	2400221C	FAILURE OF MAINTAIN LIST OF JOINT OPERATIONS ENGINEERS
10	38	1	2400221B	FAILURE TO MAINTAIN PROPER LIST OF CERTIFIED ENGINEER
3	3	0	2400221A	FAILURE TO MAINTAIN LIST OF DSLES
1	1	1	2400219C	FAILURE TO NOTIFY PERSON OF CERTIFICATION DENIAL AND/OR FAILURE TO NOTIFY WITHIN 10 DAYS AFTER THE RAILROAD'S DECISION
1	1	0	2400217D	FAILURE TO ISSUE CERTIFICATE WITHIN 30 DAYS OF CERTIFICATION DECISION
5	6	1	2400217C(1)	OTHER TIME LIMITATIONS: ALLOWING CERTIFICATION INTERVAL TO EXCEED 36-MONTH PERIOD
1	1	0	2400217A(3)	CERTIFYING AN ENGINEER USING OUTDATED DATA AS FOLLOWS: KNOWLEDGE TEST DATA THAT IS MORE THAN 366 DAYS OLD
5	9	0	2400217A(1)	CERTIFYING AN ENGINEER USING OUTDATED DATA AS FOLLOWS: ELIGIBILITY DATA THAT IS MORE THAN 366 DAYS OLD
4	11	0	2400215I	FALSIFICATION OF RECORDS
5	5	0	2400215H	FAILURE TO MAINTAIN RECORDS FOR SIX YEARS
3	31	0	2400215E1	FAILURE TO MAINTAIN PERFORMANCE SKILLS TEST RECORD THAT INCLUDES: TEST DATA CONCERNING PASS OR FAIL RESULT
11	20	0	2400215E(3)	FAILURE TO MAINTAIN PERFORMANCE SKILLS TEST RECORD THAT INCLUDES: DATA CONCERNING MONITORING PERFORMANCE UNDER 240.129.
14	26	0	2400215E(1)	FAILURE TO MAINTAIN PERFORMANCE SKILLS TEST RECORD THAT INCLUDES: TEST DATA CONCERNING PASS OR FAIL RESULTS
2	4	0	2400215D(2)	FAILURE TO MAINTAIN KNOWLEDGE TEST RECORD THAT INCLUDES: SAMPLE COPY OF TESTS ADMINISTERED
3	7	0	2400215D(1)	FAILURE TO MAINTAIN KNOWLEDGE TEST RECORD THAT INCLUDES: TEST DATA CONCERNING PERSON'S PASS OR FAILURE
1	2	0	2400215C(2)	FAILURE TO MAINTAIN HEARING AND VISUAL ACUITY RECORD THAT INCLUDES: IF APPLICABLE, DATA ON PROFESSIONAL OPINION ON ADEQUACY OF PERSON'S ACUITY
2	5	0	2400215C(1)	FAILURE TO MAINTAIN HEARING AND VISUAL ACUITY RECORD THAT INCLUDES: TEST RESULTS OF ACUITY TEST
3	15	0	2400215B(3)	FAILURE TO MAINTAIN ELIGIBILITY RECORD THAT INCLUDES: RELEVANT DATA ON MOTOR VEHICLE SAFETY CONDUCT
2	9	1	2400215B(1)	FAILURE TO MAINTAIN ELIGIBILITY RECORD THAT INCLUDES: RELEVANT DATA OF PRIOR SAFETY CONDUCT
2	2	0	2400213A	FAILURE TO DETERMINE PROGRAM COMPLETION
2	5	0	2400211B	FAILURE TO HAVE WRITTEN DOCUMENTATION ON TEST
2	6	0	2400211A(1)	FAILURE TO DETERMINE SKILLS IN MOST DEMANDING SERVICE
1	3	0	2400211A	FAILURE TO DETERMINE PROPER SKILLS
1	1	0	2400209C	ALLOWING PERSON TO OPERATE WHO FAILED TEST
3	4	0	2400209B	FAILURE TO HAVE WRITTEN DOCUMENTATION OF TEST
3	15	0	2400209A	FAILURE TO PROPERLY DETERMINE KNOWLEDGE
4	4	0	2400207E	FAILURE TO USE DEVICE NEEDED FOR PROPER ACUITY FAILURE TO PROPERLY DETERMINE KNOWLEDGE
5	5	0	2400207D	FAILURE TO NOTE IDENTIFIED RESTRICTIONS ON CERTIFICATE
4	12	0	2400207B	IMPROPER PROCEDURES FOR MAKING ACUITY DETERMINATIONS
6	11	1	2400207A	FAILURE TO DETERMINE HEARING AND VISUAL ACUITY

2	27	0	2400205B(2)	FAILURE TO HAVE WRITTEN DOCUMENTS ON FILE OF: RAILROAD EMPLOYEE HISTORY
2	11	0	2400205B(1)	FAILURE TO HAVE WRITTEN DOCUMENTS ON FILE OF: MOTOR VEHICLE HISTORY
1	1	0	2400205A(3)	FAILURE TO PERFORM SAFETY CONDUCT EVALUATION OF: DRUG AND ALCOHOL HISTORY
1	4	0	2400205A(1)	FAILURE TO PERFORM SAFETY CONDUCT EVALUATION OF: MOTOR VEHICLE HISTORY
1	1	0	2400203B(1)	CERTIFYING STUDENT ENGINEER WITHOUT PERFORMING HEARING AND VISUAL ACUITY TEST
1	4	0	2400203A(5)	FAILURE TO COMPLETE TRAINING PROGRAM
6	6	0	2400203A(4)	FAILURE TO CONDUCT SKILLS PERFORMANCE TEST
5	35	0	2400203A(2)	FAILURE TO PERFORM HEARING AND VISUAL ACUITY EXAM
1	1	0	2400203A(1)	FAILURE TO PERFORM SAFETY CONDUCT EVALUATION
1	1	0	2400201I	FAILURE TO ISSUE CERTIFICATE TO ENGINEER
2	2	0	2400201H	FAILURE TO ISSUE CERTIFICATE TO ENGINEER
4	11	0	2400201G	CERTIFYING WITHOUT COMPLYING WITH SUBPART C
1	1	0	2400201E	CERTIFYING WITHOUT COMPLYING WITH SUBPART C
17	22	14	2400201D	ALLOWING UNCERTIFIED PERSON TO OPERATE
14	25	2	2400201C	FAILURE TO RECERTIFY WITHIN 36 MONTH PERIOD
1	1	0	2400201B	FAILURE TO DESIGNATE ENGINEERS IN WRITING
5	5	0	2400201A	FAILURE TO DESIGNATE DSLES IN WRITING
1	1	0	2400129E1	FAILURE TO PERFORM EFFICIENCY TEST WITHIN CALENDAR YEA
1	1	0	2400129E(6)	FAILURE TO CONDUCT TEST WITHOUT PRIOR NOTICE
7	20	0	2400129E(1)	FAILURE TO PERFORM EFFICIENCY TEST WITHIN CALENDAR YEAR
4	5	0	2400129C(3)	OBSERVATION NOT PERFORMED BY DSLE OR ELECTRONICALLY RECORDED
23	34	2	2400129C(2)	OBSERVATION NOT PERFORMED IN CALENDAR YEAR
6	18	0	2400127D	TEST NOT PROPERLY DOCUMENTED
1	11	0	2400127C4	TEST NOT OF SUFFICIENT LENGTH TO PROPERLY EVALUAT
1	14	0	2400127C1	FAILURE TO TEST IN MOST DEMANDING SERVIC
1	1	0	2400127C(2)	TEST NOT PERFORMED BY DSLE
7	70	0	2400125D	TEST NOT PROPERLY DOCUMENTED
1	1	0	2400125C(4)	TEST DOES NOT CONTAIN ALL REQUIRED SUBJECTS
3	4	0	2400125B	INADEQUATE PROCEDURES FOR TESTING KNOWLEDGE
1	1	0	2400123C(1)	IMPROPER CLASSROOM OR PHYSICAL CHARACTERISTICS TRAINING
2	14	0	2400123C	FAILURE TO HAVE ADEQUATE PROCEDURES FOR TRAINING NEW ENGINEERS
3	3	0	2400123B	FAILURE TO HAVE ADEQUATE PROCEDURES FOR CONTINUING EDUCATION
3	3	0	2400121F	FAILURE OF ENGINEER TO NOTIFY RAILROAD OF DETERIORATING CONDITIONS
1	1	0	2400121E(2)	IMPROPER EVALUATION PROCEDURES: RAILROAD FAILED TO PROVIDE COPY OF PART 240 TO MED. EXAMINER
1	1	0	2400121E(1)	IMPROPER EVALUATION PROCEDURES: RAILROAD FAILED TO PERFORM MANDATORY RETEST
5	20	0	2400121A	FAILURE TO HAVE ADEQUATE PROCEDURES
1	1	0	2400119A	FAILURE TO HAVE PROGRAM AND PROCEDURES
3	8	6	2400117G	IMPOSING IMPROPER REVOCATION PERIOD
2	2	0	2400117C(1)	FAILURE TO REVOKE CERTIFICATE
2	2	0	2400115C(1)	FAILURE TO CONSIDER DATA
3	3	0	2400115B	CONSIDERING DATA BEYOND THE 36-MONTH PERIOD
2	2	0	2400113B	FAILURE TO REQUEST PREVIOUS EMPLOYMENT RECORDS

9	27	0	2400111B(2)	FAILURE TO REQUEST NDR RECORD
9	23	0	2400111B(1)	FAILURE TO REQUEST STATE RECORD
1	2	0	2400111A	FAILURE TO TAKE ACTION REQUIRED TO MAKE INFORMATION AVAILABLE
1	1	0	2400109F	FAILURE TO PROVIDE OPPORTUNITY FOR REVIEW
1	1	0	2400109A	FAILURE TO HAVE PROCEDURES FOR DETERMINING ELIGIBILITY
3	3	0	2400107C(3)	PROGRAM DESIGNATION OF SERVICE CLASS THAT EXCEEDS REG. LIMITATIONS:STUDENT ENGINEER OPERATING WITHOUT SUPERVISION
1	1	0	2400107B	ISSUING CERTIFICATION FOR UNDESIGNATED CLASS OF SERVICE
1	1	0	2400105B(4)	DSLE QUALIFICATIONS:SELECTING DSLE WHO IS NOT AN ENGINEER OR NOT PROPERLY QUALIFIED ON PHYSICAL CHARACTERISTICS
2	6	0	2400105B(3)	DSLE QUALIFICATIONS:INSUFFICIENT EXPERIENCE TO PRESCRIBE REMEDIAL ACTION ON
3	3	0	2400105B(1)	DSLE QUALIFICATIONS:FAILURE TO DETERMINE ADEQUATE PART 240 KNOWLEDGE
2	2	0	2400105A	FAILURE TO HAVE SELECTION PROCEDURES
2	2	0	2400103B	FAILURE TO ELECT TO EITHER TRAIN OR RECERTIFY
3	10	0	2400103A	FAILURE TO FOLLOW APPENDIX B
1	1	0	2400101C(5)	PROGRAM FAILS TO ADDRESS TRAINING
1	1	0	2400101C(2)	PROGRAM FAILS TO ADDRESS CLASSES OF SERVICE
1	1	1	2400101C(1)	PROGRAM FAILS TO ADDRESS DSLE SELECTION PROCEDURES.
14	14	1	2400101A	FAILURE TO HAVE CERTIFICATION PROGRAM
1	1	0	2390301B(1)	FAILURE TO MAINTAIN RECORDS OF ON-BOARD AND CONTROL CENTER EMPLOYEES.
6	43	38	2390301A	FAILURE TO CONDUCT OPERATIONAL (EFFICIENCY) TESTS OF ON-BOARD AND CONTROL CENTER EMPLOYEES.
1	1	0	2390107D(3)	INABILITY OF RAILROAD TO PRODUCE INFORMATION IN A USABLE FORMAT FOR IMMEDIATE REVIEW.
2	2	0	2390107B(3)	FAILURE TO REPAIR AN INOPERATIVE EMERGENCY WINDOW OR DOOR EXIT.
4	4	0	2390107A(2)(II)	DOOR IMPROPERLY MARKED OR INSTRUCTIONS IMPROPERLY POSTED.
1	1	0	2390107A(2)(I)	DOOR NOT MARKED OR INSTRUCTIONS NOT POSTED.
1	1	0	2390105A	FAILURE TO CONDUCT A DEBRIEFING AND CRITIQUE SESSION AFTER AN EMERGENCY OR FULL-SCALE SIMULATION WITHIN 60 DAYS OF EVENT.
1	1	0	2390103A	FAILURE TO CONDUCT SIMULATIONS TO DETERMINE CAPABILITY AND PREPAREDNESS.
1	1	0	2390101A(7)(II)	FAILURE TO POST EMERGENCY INSTRUCTIONS.
5	5	0	2390101A(6)(IV)	FAILURE TO PROVIDE MAINTENANCE RELATED TO FIRST-AID KITS, ON-BOARD EMERGENCY EQUIPMENT/ON-BOARD EMERGENCY LIGHTING.
1	1	0	2390101A(6)(II)	FAILURE TO MEET FIRST AID KIT NEEDS.
1	1	0	2390101A(6)(I)	FAILURE TO MEET GENERAL TYPES AND LOCATION OF EQUIPMENT REQUIREMENTS.
24	39	0	2390101A(6)	FAILURE TO MEET ON-BOARD EMERGENCY EQUIPMENT REQUIREMENTS.
2	39	38	2390101A(2)(III)	FAILURE TO MEET INITIAL TRAINING SCHEDULE FOR CURRENT EMPLOYEES CRITERIA.
1	1	0	2390101A(2)(II)	FAILURE TO MEET REQUIRED CONTROL CENTER PERSONNEL CRITERIA.
1	1	0	2390101A(2)(I)	FAILURE TO MEET ON-BOARD PERSONNEL REQUIREMENTS.
4	6	1	2390101A(2)	FAILURE TO MEET EMPLOYEE TRAINING AND QUALIFICATION REQUIREMENTS.
1	1	0	2390101A(1)(II)	FAILURE TO NOTIFY OUTSIDE EMERGENCY RESPONDERS AND/OR MAINTAIN EMERGENCY PHONE LIST.
1	1	0	2390101A(1)(I)	FAILURE TO FOLLOW COMMUNICATION-ON-BOARD AND CONTROL CENTER RELATED REQUIREMENTS.
1	1	0	2390101A	FAILURE TO ADOPT EMERGENCY PREPAREDNESS PLAN.
2	2	0	23901019A(6)	23901019A(6)(III)

			(III)	
3	6	0	2390101	EMERGENCY PREPAREDNESS PLAN.
1	22	0	2380503H1	FAILURE TO COMPLY WITH TRAINING, QUALIFICATION AND DESIGNATION PROGRAM
60	62	0	2380503C7	INSECURE ATTACHMENT OF COMPONENT
8	12	0	2380503C5	A LEAK
9	9	0	2380503C4	CRACK, BREAK, EXCESSIVE WEAR, STRUCTURAL DEFECT OR WEAKNESS OF COMPONENT
36	41	0	2380503C3	IMPROPER FUNCTIONING OF COMPONENT
3	3	0	2380503C1	FAILURE TO ENSURE EQUIPMENT FREE OF CONDITIONS WHICH ENDANGER SAFETY OF CREW, PASSENGERS, OR EQUIPMENT
2	6	0	2380503A1	FAILURE TO DEVELOP AND PROVIDE INSPECTION, TESTING, AND MAINTENANCE PROGRAM OR OBTAIN FRA APPROVAL
1	1	0	2380439F1	MARKING AND INSTRUCTIONS (RESERVED)
1	1	0	2380439E1	PASSENGER COMPARTMENT END DOOR EMERGENCY EGRESS INOPERATIVE OR NOT PROVIDED AS REQUIRED
8	8	0	2380439C2	DOOR INTERLOCKS IMPROPERLY MAINTAINED OR DEFECTIVE
1	2	0	2380439C1	FAILURE TO DISPLAY DOOR STATUS AS REQUIRED
1	1	0	2380435E1	FAILURE TO PAD CORNER OR SHARP EDGE
7	8	0	2380435A1	SEAT NOT FASTENED AS REQUIRED.
1	1	0	2380431A1	TRAIN BRAKE SYSTEM NOT CAPABLE OF STOPPING TRAIN WITHIN SIGNAL SPACING.
1	1	0	2380429G1	OPTIONAL SAFETY APPLIANCE INSECURE OR DOES NOT MEET DESIGN OR INSTALLATION REQUIREMENTS
1	1	0	2380429E3	SILL STEP NOT PROVIDED WITH ANTI-SKID MATERIAL
1	1	0	2380429E2	SILL STEP NOT SECURELY FASTENED
5	5	0	2380429D3	HANDRAIL OR HANDHOLD NOT SECURELY FASTENED AS REQUIRED.
18	24	0	2380429D2	INSUFFICIENT CLEARANCE ON HANDHOLD OR HANDRAIL
2	3	0	2380429C2	MECHANICAL FASTENER DOES NOT MEET SPECIFICATION
6	6	0	2380429B1	HAND BRAKE OR PARKING BRAKE INOPERATIVE
52	55	0	2380429A2	UNCOUPLING MECHANISM DEFECTIVE
16	20	0	2380429A1	COUPLER DEFECTIVE OR NOT EQUIPPED
2	2	1	2380425B1	NON-COMBUSTIBLE BARRIER NOT PROVIDED FOR MAIN BATTERIES
1	1	0	2380317D3	COMMUNICATIONS SYSTEM INOPERATIVE
2	4	0	2380317A1	FAILURE TO PERFORM CLASS II BRAKE TEST AND/OR INSPECTION ON A PASSENGER TRAIN
5	7	0	2380315F4	ANGLE COCK OR CUTOUT COCK NOT PROPERLY POSITIONED
5	5	0	2380315F2	FRICTION BRAKE DOES NOT APPLY OR REMAIN APPLIED
2	29	0	2380313H8	RECORD DOES NOT INCLUDE REQUIRED INFORMATION
188	210	0	2380313H5	BRAKE INDICATOR DEFECTIVE
21	22	1	2380313H2	BRAKE RIGGING BINDING / FOULING OR OTHER
56	62	0	2380313H1	ANGLE COCK OR CUTOUT COCK NOT PROPERLY POSITIONED
5	6	0	2380313G9	BRAKE SHOE OR PAD WORN BEYOND MANUFACTURER'S SPECIFICATION
3	3	0	2380313G6	ENGINEER'S BRAKE VALVE OR CONTROLLER DOES NOT COMMUNICATE PROPER TRAIN LINE COMMANDS
173	205	2	2380313G5	BRAKE SHOE OR PAD NOT SECURELY FASTENED OR ALIGNED
2	2	0	2380313G4	COMMUNICATIONS SYSTEM INOPERATIVE
1	1	0	2380313G3	PISTON TRAVEL NOT WITHIN PRESCRIBED LIMITS
83	151	1	2380313G2	BRAKE SHOE OR PAD NOT FIRMLY SEATED
38	55	1	2380313G1	FRICTION BRAKE DOES NOT APPLY OR REMAIN APPLIED

1	1	1	2380313B1	FAILURE TO PERFORM CLASS I BRAKE TEST AND/OR INSPECTION ON A LONG-DISTANCE INTERCITY PASSENGER TRAIN
8	8	2	2380313A4	PARTIAL FAILURE TO PERFORM A CLASS I BRAKE TEST AND/OR INSPECTION ON A PASSENGER TRAIN (EXPLAIN)
2	2	0	2380311A1	FAILURE TO TEST IN ACCORD WITH REQUIRED PROCEDURE
2	2	0	2380309F1	FAILURE TO MAINTAIN RECORD OF INSPECTION OR STENCIL
3	3	0	2380309A3	FAILURE TO PERFORM COT&S AT PRESCRIBED INTERVAL ON PASSENGER COACHES OR OTHER UNPOWERED VEHICLE
4	4	0	2380307E2	RECORD DOES NOT INCLUDE REQUIRED INFORMATION
1	1	0	2380307E1	FAILURE TO MAINTAIN RECORD OF INSPECTION
7	8	0	2380307D2	MANUAL DOOR RELEASE INOPERATIVE
5	5	0	2380307D1	FAILURE TO INSPECT MANUAL DOOR RELEASE
13	16	0	2380307C7	COUPLER OR DRAFT ARRANGEMENT NOT IN PROPER CONDITION
2	2	0	2380307C6	SWITCHES NOT IN PROPER CONDITION
176	247	0	2380307C5	EMERGENCY LIGHTING NOT OPERATIONAL
8	12	0	2380307C4	EMERGENCY WINDOW EXIT DOES NOT PROPERLY OPERATE
1	1	0	2380307C3	BED, BUNKS, OR RESTRAINTS BROKEN OR LOOSE
16	17	0	2380307C2	LUGGAGE RACK BROKEN OR LOOSE
254	291	12	2380307C10	GENERAL CONDITION ENDANGERING CREW OR PASSENGERS
36	61	0	2380307C1	SEAT OR SEAT ATTACHMENT BROKEN OR LOOSE
1	1	0	2380307A3	NO EXCEPTION TAKEN TO RECORDS INSPECTION OF PERIODIC MECHANICAL INSPECTION REPORTS
1	1	0	2380307A1	FAILURE TO PERFORM PERIODIC MECHANICAL INSPECTION
1	8	0	2380305F2	RECORD DOES NOT INCLUDE REQUIRED INFORMATION.
6	6	1	2380305F1	FAILURE TO MAINTAIN RECORD OF INSPECTION.
8	8	0	2380305E2	RECORD DOES NOT INCLUDE REQUIRED INFORMATION.
6	7	0	2380305E1	FAILURE TO MEET PROVISIONS FOR LONG DISTANCE INTER-CITY PASS.TRAIN THAT MISSES A SCHEDULED CALENDAR DAY INTER. MECH. INSPECTION
77	80	0	2380305D1	EMERGENCY EQUIPMENT NOT IN PLACE
206	263	0	2380305C9	VESTIBULE STEPS NOT ILLUMINATED
152	195	0	2380305C8	TRAP DOOR DEFECTIVE OR INOPERATIVE
52	84	4	2380305C7	SAFETY SIGNAGE NOT IN PLACE OR LEGIBLE
17	20	1	2380305C6	HIGH VOLTAGE DOOR OR COVER PLATES NOT PROPERLY MARKED
1	1	0	2380305C5	EMERGENCY BRAKE VALVE NOT STENCILED OR MARKED
67	70	0	2380305C4	EMERGENCY EQUIPMENT NOT IN PLACE
31	36	0	2380305C3	ACCESS TO MANUAL DOOR RELEASE NOT IN PLACE
22	23	0	2380305C2	FLOORS OR PASSAGEWAYS NOT FREE OF CONDITION THAT CREATES HAZARD
14	17	2	2380305C10I	CONDITION FOR CONTINUING A DEFECTIVE DOOR IN SERVICE NOT SATISFIED
159	168	1	2380305C10	END OR SIDE DOORS INOPERATIVE
6	7	0	2380305C1	FAILURE TO PROTECT AGAINST PERSONAL INJURY / FLOORS HAZARDOUS
10	10	0	2380303K2	RECORD DOES NOT INCLUDE REQUIRED INFORMATION.
1	1	0	2380303K1	FAILURE TO MAINTAIN RECORD OF INSPECTION.
1	1	0	2380303I2	SECONDARY BRAKING SYSTEM DEFECTIVE OR INOPERATIVE.
3	4	0	2380303I1	DIAPHRAGM NOT PROPERLY ALIGNED.
4	4	0	2380303H9	BUFFER PLATE NOT PROPERLY SECURED OR ALIGNED.
36	66	1	2380303H8	HIGH VOLTAGE COVER IMPROPERLY MARKED.

176	201	1	2380303H7	JUMPER OR CABLE CONNECTION NOT IN PROPER CONDITION OR WITH ONE END HANGING FREE.
69	79	2	2380303H6	IMPROPER GROUNDING OR INSULATION OF NON-CURRENT CARRYING METAL PART.
7	7	0	2380303H5	EXCEPT FOR WHEEL, PART OR APPLIANCE OF PASSENGER COACH WITHIN 2-1/2" OF TOP OF RAIL.
15	24	0	2380303H2	WHEEL HAS A CRACK OR BREAK IN THE FLANGE, TREAD, RIM, PLATE, OR HUB.
1	1	0	2380303G7	WHEEL FLANGE 7/8" THICKNESS OR LESS AT 3/8" ABOVE TREAD.
12	13	1	2380303G5	WHEEL HAS SHELLED OUT SPOT 2-1/2" OR MORE IN LENGTH OR 2 ADJOINING SPOTS 2" OR MORE IN LENGTH.
2	2	0	2380303F9	SIDE BEARING DEFECTIVE.
66	79	1	2380303F6	TIE BAR LOOSE
13	14	0	2380303F5	AIR BAG OR OTHER PNEUMATIC SUSPENSION SYSTEM DEFECTIVE OR INOPERATIVE.
105	118	14	2380303F4	SHOCK ABSORBER BROKEN OR LEAKING.
12	13	0	2380303F3	EQUALIZERS, HANGERS, BOLTS, GIBS, OR PINS CRACKED OR BROKEN.
5	7	0	2380303F2	COIL SPRING OR SADDLE BROKEN, MISSING, OR DEFECTIVE.
5	6	0	2380303E9	2380303E9
33	40	0	2380303E8	PROTECTIVE CONSTRUCTION OR SAFETY HANGARS NOT PROVIDED.
4	4	0	2380303E6I	2380303E6I
1	1	0	2380303E5VII	2380303E5VII
2	2	0	2380303E5VI	2380303E5VI
5	7	0	2380303E5IV	2380303E5IV
1	1	0	2380303E5I	2380303E5I
2	2	0	2380303E5	COUPLER CARRIER BROKEN OR CRACKED.
1	1	0	2380303E2	BATTERY COMPARTMENT NOT PROPERLY VENTED OR BATTERY GASSING EXCESSIVELY.
2	2	0	2380303E15	2380303E15
1	1	0	2380303E14	2380303E14
3	3	0	2380303E12	2380303E12
9	10	0	2380303E11	2380303E11
12	15	0	2380303E10	2380303E10
2	2	1	2380303B1	FAILURE TO DETERMINE LAST EXTERIOR CALENDAR DAY INSPECTION.
1	1	0	2380303A2	FAILURE TO PERFORM EXTERIOR CALENDAR DAY MECHANICAL INSPECTION ON PASSENGER EQUIPMENT.
1	1	0	2380303A1	FAILURE TO PERFORM EXTERIOR CALENDAR DAY MECHANICAL INSPECTION ON PASSENGER CAR OR UNPOWERED VEHICLE.
1	2	0	2380235A4	MANUAL OVERRIDE DEVICE NOT ACCESSIBLE OR INOPERATIVE.
2	2	0	2380235A3	MANUAL OVERRIDE DEVICE DEFECTIVE.
2	4	0	2380233D1	INTERIOR FITTINGS NOT RECESSED OR FLUSH-MOUNTED.
2	2	0	2380233C1	INTERIOR FITTINGS NOT ATTACHED AS REQUIRED.
1	1	0	2380233B2	OVERHEAD STORAGE RACKS NOT ATTACHED AS REQUIRED.
5	6	0	2380233A1	SEAT IN PASSENGER CAR NOT FASTENED AS REQUIRED.
4	4	0	2380231L2	LOCOMOTIVE AIR COOLER OR DRYER NOT EFFECTIVE.
10	13	1	2380231H3	HAND BRAKE OR PARKING BRAKE NOT APPLIED TO HOLD UNATTENDED EQUIPMENT STANDING ON A GRADE.
10	10	0	2380231H1	HAND BRAKE OR PARKING BRAKE MISSING OR INOPERATIVE (AS REQUIRED).
3	3	0	2380231D1	BRAKE SYSTEM FAILS TO RESPOND TO SIGNAL FROM BRAKE CONTROL LINE.
1	1	0	2380225A1	IMPROPER CONDUCTOR SIZE.

1	1	0	2380219A1	FAILURE TO MEET REQUIREMENTS OF TRUCK-TO-CAR-BODY ATTACHMENT ON PASSENGER EQUIPMENT.
9	12	0	2380117A1	PROTECTION AGAINST PERSONAL INJURY DEFECTIVE OR NOT PROVIDED.
2	3	0	2380115B1	FAILURE TO PROVIDE EMERGENCY LIGHTING.
1	1	0	2380111A1	FAILURE TO PROPERLY TEST PREVIOUSLY USED EQUIPMENT
5	20	0	2380109B3	FAILURE TO MAINTAIN ADEQUATE RECORDS.
2	2	0	2380109B1	FAILURE OF PLAN TO ADDRESS SPECIFIC ITEM
1	1	0	2380103E1	FAILURE TO DEVELOP, ADOPT OR COMPLY WITH PROCEDURES.
6	10	0	2380019A2	FAILURE TO MAINTAIN PROPER REPAIR RECORDS (EXPLAIN)
3	3	0	2380019A1	FAILURE TO MEET REQUIREMENTS FOR REPORTING OR TRACKING SYSTEM.
1	1	0	2380017C1	IMPROPER MOVEMENT OF EN ROUTE DEFECT
1	1	0	2380015C2	INSUFFICIENT TAG OR RECORD
2	2	0	2380015C1	IMPROPER MOVEMENT OF EN ROUTE DEFECT
1	1	0	236059001	AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL PNEUMATIC APPARATUS NOT INSPECTED AND CLEANED AT LEAST ONCE EVERY 736 DAYS.
1	1	0	236058803	PERIODIC TESTS OF AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL APPARATUS ON MULTIPLE-UNIT CAR NOT MADE AT PERIODS SPECIFIED BY CARRIER.
61	124	28	236058802	PERIODIC TESTS OF AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL APPARATUS NOT MADE AT LEAST ONCE EVERY TWO MONTHS WHERE DAILY OR AFTER TRIP TEST
14	31	1	236058801	PERIODIC TESTS OF AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL APPARATUS NOT MADE AT LEAST ONCE EVERY 92 DAYS.
10	29	0	236058706	RECORD OF DEPARTURE TEST OF AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL EQUIPMENT ON LOCOMOTIVE NOT SIGNED BY EMPLOYEE MAKING TEST.
27	108	20	236058705	RECORD OF DEPARTURE TEST OF AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL EQUIPMENT ON LOCOMOTIVE NOT KEPT, AT TEST LOCATION.
3	4	0	236058704	RECORD OF DEPARTURE TEST OF AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL EQUIPMENT NOT POSTED IN CAB OF LOCOMOTIVE.
1	1	1	236058702	TEST OF AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL APPARATUS ON LOCOMOTIVE NOT MADE IMMEDIATELY PRIOR TO ENTERING EQUIPPED TERRITORY, IF EQUIP
22	25	10	236058601	AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL APPARATUS ON LOCOMOTIVE OPERATING IN EQUIPPED TERRITORY NOT TESTED EITHER ONCE EVERY 24 HOURS OR WI
1	3	0	236057703	CUT-IN CIRCUIT NOT TESTED AT LEAST ONCE EVERY TWELVE MONTHS.
3	3	0	236057701	TEST CIRCUIT NOT TESTED AT LEAST ONCE EVERY TWELVE MONTHS.
2	2	2	236056601	LOCOMOTIVE FROM WHICH BRAKES ARE CONTROLLED ON TRAIN OPERATING IN AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL TERRITORY NOT EQUIPPED WITH APPAR
1	1	0	236056202	PICK-UP OF LOCOMOTIVE EQUIPMENT OF CONTINUOUS INDUCTIVE AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL DEVICE TOO LOW.
5	5	0	236056201	PICK-UP OF LOCOMOTIVE EQUIPMENT OF CONTINUOUS INDUCTIVE AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL DEVICE TOO HIGH.
6	6	0	236055701	RECEIVER OF INTERMITTENT INDUCTIVE AUTOMATIC TRAIN STOP DEVICE OF THE INERT ROADWAY ELEMENT TYPE, OR CONTINUOUS INDUCTIVE AUTOMATIC TRAIN STOP, TRAIN
66	80	3	236055301	DEVICE BY MEANS OF WHICH OPERATION OF PNEUMATIC PORTION OF APPARATUS CAN BE CUT OUT, NOT SEALED.
1	2	0	236055102	VOLTAGE OF POWER SUPPLY MORE THAN 10 PERCENT BELOW RATED VOLTAGE.
1	1	0	236052904	INDUCTOR OF THE INERT ROADWAY ELEMENT TYPE TOO FAR FROM GAGE SIDE OF NEAREST RUNNING RAIL.
4	4	0	236052902	INDUCTOR OF THE INERT ROADWAY ELEMENT TYPE TOO LOW.
1	1	0	236052901	INDUCTOR OF THE INERT ROADWAY ELEMENT TYPE TOO HIGH.

17	38	0	236051501	CAB SIGNAL NOT PLAINLY VISIBLE TO MEMBER OF LOCOMOTIVE CREW FROM HIS/HER STATION IN THE CAB.
1	1	0	236050501	PROPER OPERATIVE RELATION BETWEEN THE PARTS ALONG THE ROADWAY AND THE PARTS ON THE LOCOMOTIVE DOES NOT OBTAIN UNDER ALL CONDITIONS OF SPEED, WEATHER,
4	4	2	236041012	APPROACH OR TIME LOCKING OF ELECTRIC LOCK AT HAND-OPERATED SWITCH CAN BE DEFEATED BY THE UNAUTHORIZED USE OF EMERGENCY RELEASE DEVICE OF ELECTRIC LOCK
1	1	0	236041010	ELECTRIC LOCK ON HAND-OPERATED SWITCH CAN BE UNLOCKED BEFORE EXPIRATION OF PREDETERMINED TIME INTERVAL, WITH APPROACH SECTION OCCUPIED, WHERE APPROACH
3	5	1	236041008	ELECTRIC OR MECHANICAL LOCK ON HAND-OPERATED SWITCH CAN BE UNLOCKED BEFORE EXPIRATION OF PREDETERMINED TIME INTERVAL WHERE TIME LOCKING IS PROVIDED.
2	2	0	236041006	ELECTRIC OR MECHANICAL LOCK ON HAND-OPERATED SWITCH CAN BE UNLOCKED BEFORE CONTROL CIRCUITS OF SIGNALS GOVERNING MOVEMENTS OVER THE SWITCH, WHICH DISP
1	1	0	236041003	APPROACH OR TIME LOCKING NOT PROVIDED FOR ELECTRIC LOCK ON HAND-OPERATED SWITCH.
2	2	1	236041001	HAND-OPERATED SWITCH ON MAIN TRACK NOT ELECTRICALLY OR MECHANICALLY LOCKED IN NORMAL POSITION WHERE SIGNAL IS NOT PROVIDED TO GOVERN MOVEMENT TO MAIN
3	3	0	236040702	APPROACH LOCKING NOT EFFECTIVE.
81	473	147	236038202	SWITCH OBSTRUCTION TEST NOT MADE AT LEAST ONCE EACH MONTH.
4	14	12	236038002	INDICATION LOCKING NOT TESTED AT LEAST ONCE EVERY TWO YEARS.
2	12	12	236037902	ROUTE OR OTHER TYPE OF SWITCH LOCKING NOT TESTED AT LEAST ONCE EVERY TWO YEARS.
3	19	18	236037802	TIME LOCKING NOT TESTED AT LEAST ONCE EVERY TWO YEARS.
3	31	12	236037702	APPROACH LOCKING NOT TESTED AT LEAST ONCE EVERY TWO YEARS.
4	4	1	236034201	CONTACTS OF SWITCH CIRCUIT CONTROLLER CONNECTED AT THE POINT TO SWITCH, DERAIL, OR MOVABLE-POINT FROG ARE IN POSITION CORRESPONDING TO SWITCH POINT CL
63	64	2	236033403	POINT DETECTOR CIRCUIT CONTROLLER CONTACTS ASSUME POSITION CORRESPONDING TO SWITCH POINT CLOSURE WHEN SWITCH POINT IS PREVENTED BY AN OBSTRUCTION FROM
172	221	4	236033402	POINT DETECTOR CIRCUIT CONTROLLER CONTACTS ASSUME THE POSITION CORRESPONDING TO SWITCH POINT CLOSURE WHEN SWITCH POINT IS PREVENTED BY AN OBSTRUCTION
7	7	0	236033401	POINT DETECTOR CONTACTS CAN BE OPENED BY MANUALLY APPLYING FORCE AT THE CLOSED SWITCH POINT WHEN SWITCH MECHANISM IS LOCKED IN NORMAL OR REVERSE POSIT
74	82	2	236032701	SWITCH, MOVABLE-POINT FROG, OR SPLIT-POINT DERAIL CAN BE LOCKED WHEN SWITCH POINT IS OPEN THREE-EIGHTHS INCH.
1	1	0	236031205	EMERGENCY BYPASS SWITCH OR DEVICE NOT LOCKED OR SEALED.
1	1	0	236031204	SIGNAL GOVERNING MOVEMENTS OVER MOVABLE BRIDGE PROTECTED BY INTERLOCKING CAN DISPLAY ASPECT TO PROCEED WITH THE TRACK RAIL ON THE MOVABLE SPAN MORE TH
23	33	1	236031203	SIGNAL GOVERNING MOVEMENTS OVER MOVABLE BRIDGE PROTECTED BY INTERLOCKING CAN DISPLAY ASPECT TO PROCEED WITH THE TRACK RAIL ON THE MOVABLE SPAN MORE TH
10	20	0	236031202	SIGNAL GOVERNING MOVEMENTS OVER MOVABLE BRIDGE PROTECTED BY INTERLOCKING CAN DISPLAY ASPECT TO PROCEED WITH BRIDGE LOCKING MEMBERS DISPLACED MORE THAN
1	4	0	236031201	SIGNAL APPLIANCES AT MOVABLE BRIDGE PROTECTED BY INTERLOCKING NOT SO INTERLOCKED WITH BRIDGE DEVICES THAT BEFORE A SIGNAL GOVERNING MOVEMENTS OVER THE
1	1	0	236031101	CONTROL CIRCUIT FOR ASPECT WITH INDICATION MORE FAVORABLE THAN "PROCEED AT RESTRICTED SPEED" NOT SELECTED THROUGH RELAYS OR DEVICES THAT FUNCTION AS T

4	4	0	236031001	APPROACH SIGNAL NOT PROVIDED FOR HOME SIGNAL ON MAIN TRACK.
3	3	1	236030902	LOSS OF SHUNT OF FIVE SECONDS OR LESS PERMITS THE RELEASE OF ROUTE LOCKING OF POWER-OPERATED SWITCH, MOVABLE POINT FROG, OR DERAIL. (DOES NOT APPLY TO
1	1	0	236030706	INDICATION LOCKING NOT EFFECTIVE.
1	1	0	236030503	TIME LOCKING NOT EFFECTIVE.
3	3	3	236030302	CONTROL CIRCUIT FOR SIGNAL ASPECT WITH INDICATION MORE FAVORABLE THAN "PROCEED AT RESTRICTED SPEED" IS NOT SO ARRANGED THAT SUCH ASPECT CAN ONLY BE DI
1	1	1	236020707	APPROACH OR TIME LOCKING OF ELECTRIC LOCK ON HAND-OPERATED SWITCH CAN BE DEFEATED BY THE UNAUTHORIZED USE OF EMERGENCY DEVICE WHICH IS NOT KEPT SEALED
1	1	0	236020501	CIRCUITS NOT SO INSTALLED THAT SIGNAL WILL DISPLAY ITS MOST RESTRICTIVE ASPECT WHEN THE BLOCK INTO WHICH IT GOVERNS TRAIN MOVEMENTS IS OCCUPIED BY A T
1	1	0	236020202	SIGNAL DOES NOT DISPLAY ITS MOST RESTRICTIVE ASPECT WHEN POINTS OF TRAILING-POINT HAND-OPERATED SWITCH OVER WHICH IT GOVERNS MOVEMENTS IS OPEN THREE-E
1	1	0	236020201	SIGNAL DOES NOT DISPLAY ITS MOST RESTRICTIVE ASPECT WHEN POINTS OF FACING-POINT HAND-OPERATED SWITCH OVER WHICH IT GOVERNS MOVEMENTS ARE OPEN ONE-FOUR
56	192	0	236011005	RECORD OF TEST FORM DOES NOT SHOW NAME OF RAILROAD, PLACE AND DATE, EQUIPMENT TESTED, REPAIRS, REPLACEMENTS, ADJUSTMENTS MADE, CONDITION IN WHICH APPA
64	445	38	236011004	RECORD OF TESTS NOT FILED WITH A SUPERVISORY OFFICIAL HAVING JURISDICTION.
99	398	0	236011003	RECORD OF TESTS NOT COMPLETE.
26	156	0	236011002	TESTS NOT RECORDED ON FORM.
15	38	1	236011001	RECORD OF TESTS NOT MADE.
7	7	0	236010907	PREDETERMINED TIME INTERVAL NOT SHOWN ON PLANS OR MARKED ON TIME RELEASE, TIMING RELAY, OR TIMING DEVICE.
1	1	0	236010906	TIMING OF TIMING DEVICE LESS THAN 90 PERCENT OF PREDETERMINED TIME INTERVAL.
1	1	0	236010905	TIMING OF TIMING RELAY LESS THAN 90 PERCENT OF PREDETERMINED TIME INTERVAL.
1	1	0	236010904	TIMING OF TIME RELEASE LESS THAN 90 PERCENT OF PREDETERMINED TIME INTERVAL.
3	16	9	236010903	TIMING DEVICE NOT TESTED AT LEAST ONCE EVERY TWELVE MONTHS.
1	2	2	236010902	TIMING RELAY NOT TESTED AT LEAST ONCE EVERY TWELVE MONTHS.
1	1	0	236010901	TIME RELEASE NOT TESTED AT LEAST ONCE EVERY TWELVE MONTHS.
5	13	8	236010802	ACTION NOT TAKEN TO PROMPTLY REPAIR OR RENEW CONDUCTOR WHEN ITS INSULATION RESISTANCE IS BELOW 500,000 OHMS.
11	40	6	236010801	TESTS OF INSULATION RESISTANCE NOT MADE WITHIN SPECIFIED PERIOD.
22	47	4	236010701	GROUND TEST ON ENERGY BUS WHICH FURNISHES POWER TO CIRCUITS, THE FUNCTIONING OF WHICH AFFECTS THE SAFETY OF TRAIN OPERATION, NOT MADE WHEN INSTALLED O
1	1	0	236010603	TESTS OF AC VANE RELAY, D.C. POLAR RELAY, OR RELAY WITH SOFT IRON MAGNETIC STRUCTURE NOT MADE AT LEAST ONCE EVERY TWO YEARS.
12	85	7	236010601	TESTS OF RELAY IN SERVICE NOT MADE AT LEAST ONCE EVERY FOUR YEARS.
2	3	0	236010402	TESTS OF SHUNT FOULING CIRCUIT NOT MADE AT LEAST ONCE EVERY THREE MONTHS.
10	10	1	236010401	SHUNT FOULING CIRCUIT NOT INSPECTED AT LEAST ONCE EVERY THREE MONTHS.
5	14	1	236010304	TESTS OF POINT DETECTOR NOT MADE AT LEAST ONCE EVERY THREE MONTHS.
1	3	0	236010303	POINT DETECTOR NOT INSPECTED AT LEAST ONCE EVERY THREE MONTHS.
19	73	0	236010302	TESTS OF SWITCH CIRCUIT CONTROLLER NOT MADE AT LEAST ONCE EVERY THREE MONTHS.
5	146	1	236010301	SWITCH CIRCUIT CONTROLLER NOT INSPECTED AT LEAST ONCE EVERY THREE MONTHS.
1	1	0	236010202	TESTS OF SIGNAL MECHANISM OPERATING CHARACTERISTICS NOT MADE AT LEAST ONCE

				EVERY TWO YEARS.
4	40	0	236010106	ELECTRONIC DEVICE WHICH FAILED TO MEET REQUIREMENTS OF SPECIFIED TEST RESTORED TO SERVICE WITH OPERATING CHARACTERISTICS NOT IN ACCORDANCE WITH THE LI
1	1	0	236010101	RELAY WHICH FAILED TO MEET REQUIREMENTS OF SPECIFIED TESTS NOT REMQVED FROM SERVICE.
1	1	0	236007605	WIRE INTERFERES WITH OPERATING PART OF MECHANISM.
5	12	0	236007604	TAG INTERFERES WITH MOVING PARTS OF APPARATUS.
1	2	0	236007603	TAG OR OTHER MARK OF IDENTIFICATION IN INSTRUMENT CASE OR APPARATUS HOUSING NOT MADE OF INSULATING MATERIAL.
8	21	0	236007602	NOMENCLATURE OF TAG OR WIRE IDENTIFICATION DOES NOT CORRESPOND TO THAT OF CIRCUIT PLAN.
99	282	0	236007601	WIRE NOT TAGGED OR OTHERWISE MARKED SO IT CAN BE IDENTIFIED AT TERMINAL.
317	382	0	236007401	INSULATED WIRE NOT PROTECTED FROM MECHANICAL INJURY.
11	24	0	236007105	CABLE USED AERIALLY NOT SUPPORTED ON INSULATORS OR BY MESSENGER.
27	54	0	236007104	SIGNAL WIRE INTERFERES WITH OR IS INTERFERED BY ANOTHER WIRE.
70	152	0	236007103	SIGNAL WIRE NOT SECURED BECAUSE OF BROKEN, BURNT, OR MISSING CROSSARM.
83	187	0	236007102	SIGNAL WIRE NOT SECURED BECAUSE OF BROKEN, MISSING OR BURNT POLE.
109	1,060	0	236007101	SIGNAL WIRE CARRIED ON POLE LINE NOT SECURELY TIED IN ON INSULATOR.
711	941	0	236005999	INSULATION IN INSULATED RAIL JOINT IN BAD CONDITION.
2	3	0	236005902	INSULATED RAIL JOINT NOT MAINTAINED IN SUCH A CONDITION THAT THE TRACK CIRCUIT THROUGH THE SWITCH CIRCUIT CONTROLLER CAN BE OPENED WHEN SWITCH POINT O
250	345	29	236005901	INSULATED RAIL JOINT NOT MAINTAINED IN CONDITION TO PREVENT FLOW OF SUFFICIENT TRACK CIRCUIT CURRENT BETWEEN RAILS SEPARATED BY THE INSULATION TO CAUS
53	65	0	236005802	RAIL JOINT IN SHUNT FOULING SECTION NOT BONDED.
3	3	0	236005801	FOULING SECTION OF TURNOUT DOES NOT EXTEND TO CLEARANCE POINT.
2	3	1	236005705	FOULING WIRES NOT MAINTAINED IN SUCH CONDITION THAT TRACK RELAY IS IN DE-ENERGIZED POSITION OR DEVICE THAT FUNCTIONS AS TRACK RELAY IS IN ITS MOST RE
1	1	1	236005703	SHUNT WIRES NOT MAINTAINED IN SUCH CONDITION THAT TRACK RELAY IS IN DE-ENERGIZED POSITION OR DEVICE THAT FUNCTIONS AS TRACK RELAY IS IN ITS MOST RESTR
1	1	0	236005702	SHUNT WIRES NOT OF SUFFICIENT CONDUCTIVITY SO THAT TRACK RELAY IS IN DE-ENERGIZED POSITION OR DEVICE THAT FUNCTIONS AS TRACK RELAY IS IN ITS MOST RES
250	318	2	236005701	SHUNT OR FOULING WIRES DO NOT CONSIST OF AT LEAST TWO DISCRETE CONDUCTORS. (DOES NOT APPLY TO SHUNT WIRES TO SWITCH C.C. THROUGH WHICH SIG. CONTROL CI
2	2	1	236005601	TRACK RELAY NOT IN DE-ENERGIZED POSITION OR DEVICE THAT FUNCTIONS AS A TRACK RELAY NOT IN ITS MOST RESTRICTIVE STATE WITH A SHUNT OF 0.06 OHM RESISTAN
3	4	0	236005501	DEAD SECTION EXCEEDS 35 FEET AND SPECIAL CIRCUIT NOT INSTALLED.
1	1	0	236005301	AT GRADE CROSSING WITH ELECTRIC RAILROAD WHERE FOREIGN CURRENT IS PRESENT, THE ELECTRIC ENERGY FOR NON-CODED DIRECT CURRENT TRACK CIRCUIT FEEDS TOWARD
4	4	1	236005104	TRACK RELAY NOT IN DE-ENERGIZED POSITION OR DEVICE THAT FUNCTIONS AS A TRACK RELAY NOT IN ITS MOST RESTRICTIVE STATE WHEN A TRAIN, LOCOMOTIVE, OR CAR
1	1	0	236005102	TRACK RELAY NOT IN DE-ENERGIZED POSITION OR DEVICE THAT FUNCTIONS AS A TRACK RELAY NOT IN ITS MOST RESTRICTIVE STATE WHEN RAIL OR SWITCH FROG IS REMOV
4	4	0	236005101	TRACK RELAY NOT IN DE-ENERGIZED POSITION OR DEVICE THAT FUNCTIONS AS TRACK RELAY NOT IN ITS MOST RESTRICTIVE STATE IN REAR OF BROKEN RAIL.
1	1	0	236002402	ROADWAY SIGNAL NOT LOCATED WITH RESPECT TO THE NEXT SIGNAL IN ADVANCE GOVERNING MOVEMENTS IN THE SAME DIRECTION, SO THAT WHEN IT DISPLAYS A RESTRICTIV
				ROADWAY SIGNAL NOT LOCATED WITH RESPECT TO THE NEXT SIGNAL OR SIGNALS IN

4	4	0	236002401	ADVANCE WHICH GOVERNS TRAIN MOVEMENTS IN THE SAME DIRECTION, SO THAT WHEN IT
1	1	0	236002314	NIGHT ASPECTS OF ROADWAY SIGNALS NOT SHOWN BY LIGHTS.
1	1	0	236002313	COPY OF MODIFICATION OF CARRIER'S BLOCK SIGNAL AND INTERLOCKING RULES NOT FILED WITH THE FEDERAL RAILROAD ADMINISTRATION WITHIN THIRTY DAYS AFTER SUCH
2	2	0	236002312	NAMES, INDICATIONS AND ASPECTS OF ROADWAY SIGNALS AND/OR CAB SIGNALS NOT DEFINED IN CARRIER'S BLOCK SIGNAL AND INTERLOCKING RULES CURRENTLY IN EFFECT.
2	3	0	236002310	ASPECT OTHER THAN A YELLOW LIGHT, A LUNAR LIGHT, A SERIES OF LIGHTS, OR A SEMAPHORE BLADE AT AN ANGLE OF APPROXIMATELY 45 DEGREES TO THE VERTICAL, USE
2	2	0	236002309	ASPECT OTHER THAN A RED LIGHT, A SERIES OF HORIZONTAL LIGHTS OR A SEMAPHORE BLADE IN THE HORIZONTAL POSITION, USED TO INDICATE STOP.
1	1	0	236002308	SAME ASPECT USED WITH MORE THAN ONE NAME AND INDICATION.
2	2	0	236002306	SIGNAL ASPECT DOES NOT INDICATE ACTION TO BE TAKEN.
1	1	0	236002303	REFLECTOR LENSES, BUTTONS, OR OTHER DEVICES WHICH DEPEND FOR VISIBILITY UPON REFLECTED LIGHT FROM AN EXTERNAL SOURCE USED IN NIGHT ASPECT OF ROADWAY S
1	1	0	236002302	SINGLE WHITE LIGHT USED FOR ASPECT OF ROADWAY SIGNAL.
43	45	0	236002101	ROADWAY SIGNAL NOT POSITIONED AND ALIGNED SO THAT THE INDICATION ASPECTS IT DISPLAYS CAN BE CLEARLY ASSOCIATED WITH THE TRACK IT GOVERNS.
1	1	0	236001708	COUPLING IN PIPE LINE FOULS CARRIER.
4	7	0	236001706	PIPE LINE CARRIERS SPACED MORE THAN 8 FEET APART ON TANGENT OR ON CURVE OF LESS THAN 2 DEGREES.
6	10	0	236001704	PIPE LINE OUT OF ALINEMENT SUFFICIENTLY TO INTERFERE WITH PROPER OPERATION.
1	2	0	236001703	PIPE NOT RIVETED TO PIPE PLUG WITH 2 RIVETS.
3	3	2	236001603	ELECTRIC LOCK RELEASING CIRCUIT ON MAIN TRACK EXTENDS INTO FOULING CIRCUIT WHERE THE TURNOUT IS NOT EQUIPPED WITH A DERAIL AT THE CLEARANCE POINT EITH
1	1	0	236001302	SIGNAL GOVERNING FACING MOVEMENTS OVER MAIN-TRACK SPRING SWITCH DOES NOT DISPLAY ITS MOST RESTRICTIVE ASPECT WHEN NORMALLY CLOSED SWITCH POINT IS OPEN
6	6	3	236001104	CAUSE NOT DETERMINED FOR SIGNAL COMPONENT OUT OF CORRESPONDENCE WITH KNOWN OPERATING CONDITIONS.
116	140	0	236001103	COMPONENT, ESSENTIAL TO THE SAFETY OF TRAIN OPERATION, FAILING TO PERFORM ITS INTENDED FUNCTION NOT REPLACED WITHOUT UNDUE DELAY.
172	196	1	236001102	COMPONENT, ESSENTIAL TO THE SAFETY OF TRAIN OPERATION, FAILING TO PERFORM ITS INTENDED FUNCTION NOT REPAIRED WITHOUT UNDUE DELAY.
46	55	0	236001101	COMPONENT, ESSENTIAL TO THE SAFETY OF TRAIN OPERATION, FAILING TO PERFORM ITS INTENDED FUNCTION NOT ADJUSTED WITHOUT UNDUE DELAY.
10	11	0	236000803	WORKING VALUE OF ELECTRONIC OR ELECTRICAL APPARATUS NOT IN ACCORDANCE WITH THE LIMITS WITHIN WHICH THE APPARATUS IS DESIGNED TO OPERATE.
1	1	0	236000801	PICK-UP VALUE OF ELECTROMAGNETIC DEVICE NOT IN ACCORDANCE WITH THE LIMITS WITHIN WHICH IT IS DESIGNED TO OPERATE.
2	2	0	236000702	CONTACTS OF CIRCUIT CONTROLLER OPERATED BY SWITCH-AND-LOCK MOVEMENT NOT ADJUSTED SO THAT NORMALLY CLOSED CONTACTS REMAIN OPEN UNTIL THE SWITCH IS LOCK
4	12	9	236000612	SWITCH CIRCUIT CONTROLLER NOT CONNECTED TO NORMALLY CLOSED SWITCH POINT.
1	1	0	236000611	FACING-POINT LOCK CONNECTIONS NOT SECURELY FASTENED.
1	1	0	236000610	SWITCH-AND-LOCK MOVEMENT CONNECTIONS NOT SECURELY FASTENED.
31	33	0	236000609	SWITCH CIRCUIT CONTROLLER CONNECTIONS NOT SECURELY FASTENED.
1	1	0	236000608	CONTACT OPENING OF SWITCH CIRCUIT CONTROLLER CONTACT LESS THAN ONE-SIXTEENTH INCH.
12	13	0	236000607	SWITCH-AND-LOCK MOVEMENT NOT SECURELY FASTENED IN PLACE.
1	1	0	236000606	FACING-POINT LOCK NOT SECURELY FASTENED IN PLACE.

24	26	0	236000605	SWITCH CIRCUIT CONTROLLER NOT SECURELY FASTENED IN PLACE.
3	3	0	236000603	HAND-OPERATED FACING-POINT SWITCH EQUIPPED WITH FACING-POINT LOCK AND CIRCUIT CONTROLLER CAN BE LOCKED WHEN SWITCH POINT IS OPEN ONE-FOURTH INCH OR MO
1	1	0	236000602	SWITCH CIRCUIT CONTROLLER ON HAND-OPERATED TRAILING-POINT SWITCH NOT ADJUSTED TO SHUNT TRACK CIRCUIT OR OPEN CONTROL CIRCUITS WHEN SWITCH POINT IS OPE
122	126	1	236000601	SWITCH CIRCUIT CONTROLLER ON HAND-OPERATED FACING-POINT SWITCH NOT ADJUSTED TO SHUNT TRACK CIRCUIT OR OPEN CONTROL CIRCUITS WHEN SWITCH POINT IS OPEN
1	1	0	236000501	CONTROL CIRCUIT, THE FUNCTION OF WHICH AFFECTS SAFETY OF TRAIN OPERATION, NOT DESIGNED ON CLOSED CIRCUIT PRINCIPLE.
31	32	21	236000401	INTERFERENCE WITH NORMAL FUNCTIONING OF DEVICE WITHOUT TAKING MEASURES TO PROVIDE SAFETY OF TRAIN OPERATION.
3	3	0	236000305	EXPOSED ELECTRIC LOCK NOT SECURED AGAINST UNAUTHORIZED ENTRY.
3	3	0	236000304	TIME RELEASE NOT SECURED AGAINST UNAUTHORIZED ENTRY.
5	5	0	236000303	POWER INTERLOCKING MACHINE CABINET NOT SECURED AGAINST UNAUTHORIZED ENTRY.
133	213	0	236000302	INSTRUMENT CASE NOT SECURED AGAINST UNAUTHORIZED ENTRY.
121	166	1	236000301	SIGNAL CASE NOT SECURED AGAINST UNAUTHORIZED ENTRY.
49	51	2	236000201	CIRCUIT GROUNDED SUFFICIENTLY TO PERMIT FLOW OF CURRENT EQUAL TO OR IN EXCESS OF 75% OF RELEASE VALUE OF RELAY OR OTHER ELECTROMAGNETIC DEVICE IN CIRC
2	2	0	236000118	PROFILE PLAN NOT AVAILABLE.
3	3	0	236000117	PROFILE PLAN NOT LEGIBLE.
31	36	0	236000116	CIRCUIT PLAN FOR AUTOMATIC SIGNAL NOT LEGIBLE.
30	30	0	236000115	CIRCUIT PLAN FOR CONTROLLED POINT NOT LEGIBLE.
18	19	0	236000113	CIRCUIT PLAN FOR INTERLOCKING NOT LEGIBLE.
2	2	0	236000112	TRACK LAYOUT PLAN FOR INTERLOCKING NOT LEGIBLE.
6	7	0	236000111	PROFILE PLAN NOT CORRECT. (INCLUDES PLAN NOT DRAWN TO SCALE OR NOT SHOWING LOCATION OF ALL SIGNALS, GRADES AND ALINEMENT).
54	64	1	236000110	CIRCUIT PLAN FOR AUTOMATIC SIGNAL NOT CORRECT.
95	103	1	236000109	CIRCUIT PLAN FOR CONTROLLED POINT NOT CORRECT.
55	83	0	236000107	CIRCUIT PLAN FOR INTERLOCKING NOT CORRECT.
9	10	0	236000106	TRACK LAYOUT PLAN FOR INTERLOCKING NOT CORRECT.
22	27	0	236000105	CIRCUIT PLAN NOT KEPT AT AUTOMATIC SIGNAL.
6	7	0	236000104	CIRCUIT PLAN NOT KEPT AT CONTROLLED POINT.
2	2	0	236000102	CIRCUIT PLAN NOT KEPT AT INTERLOCKING.
3	3	0	236000101	TRACK LAYOUT PLAN NOT KEPT AT INTERLOCKING.
1	1	1	235000504	NONCOMPLIANCE WITH AN ORDER APPROVING A APPLICATION
2	2	1	235000502	DECREASE OF THE LIMITS WITHOUT FRA APPROVAL
3	3	1	235000501	DISCONTINUANCE WITHOUT FRA APPROVAL
187	1,262	0	234027305	RECORD OF TEST AND INSPECTION FORM DOES NOT SHOW NAME OF RAILROAD, DOT/AAR INVENTORY NUMBER, PLACE AND DATE, EQUIPMENT TESTED, RESULTS OF TESTS, REPA
113	688	96	234027304	RECORD OF TESTS AND INSPECTIONS NOT FILED WITH A SUPERVISORY OFFICIAL HAVING JURISDICTION.
111	887	1	234027303	RECORD OF TESTS AND INSPECTIONS NOT COMPLETE.
35	129	0	234027302	TESTS AND INSPECTIONS NOT RECORDED ON FORM OR ELECTRONICALLY.
129	862	16	234027301	RECORD OF TESTS AND INSPECTIONS NOT MADE.
				INSULATED RAIL JOINT, BOND WIRE, OR TRACK CONNECTION NOT INSPECTED AT LEAST

88	238	43	234027101	ONCE EVERY THREE MONTHS.
1	3	0	234026901	CUT-OUT CIRCUIT NOT TESTED AT LEAST ONCE EVERY THREE MONTHS.
8	15	0	234026703	CIRCUIT PERMITTED TO FUNCTION ON A CONDUCTOR HAVING INSULATION RESISTANCE VALUE LESS THAN 200,000 OHMS.
4	9	0	234026702	ACTION NOT TAKEN TO PROMPTLY REPAIR OR RENEW CONDUCTOR WHEN ITS INSULATION RESISTANCE IS BELOW 500,000 OHMS.
46	159	18	234026701	TESTS OF INSULATION RESISTANCE NOT MADE WHEN INSTALLED, WITHIN SPECIFIED PERIOD, OR AT LEAST ONCE EVERY TEN YEARS.
5	7	0	234026503	PREDETERMINED TIME INTERVAL NOT SHOWN ON PLANS OR MARKED ON TIMING RELAY OR TIMING DEVICE.
4	4	0	234026502	TIMING OF TIMING RELAY OR TIMING DEVICE LESS THAN 90 PERCENT OR MORE THAN 110 PERCENT OF PREDETERMINED TIME INTERVAL.
5	9	0	234026501	TIMING RELAY OR TIMING DEVICE NOT TESTED AT LEAST ONCE EVERY 12 MONTHS.
101	272	41	234026301	TESTS OF RELAY IN SERVICE NOT MADE AT LEAST ONCE EVERY FOUR YEARS.
3	6	0	234026101	HIGHWAY TRAFFIC SIGNAL PRE-EMPTION INTERCONNECTIONS, FOR WHICH A RAILROAD HAS MAINTENANCE RESPONSIBILITY, NOT TESTED AT LEAST ONCE EACH MONTH.
1	1	1	234025902	CROSSING WARNING SYSTEM NOT TESTED FOR THE PRESCRIBED WARNING TIME WHEN WARNING SYSTEM IS MODIFIED BECAUSE OF A CHANGE IN TRAIN SPEEDS.
36	46	1	234025901	CROSSING WARNING SYSTEM NOT TESTED FOR THE PRESCRIBED WARNING TIME AT LEAST ONCE EVERY 12 MONTHS.
15	15	0	234025704	WARNING BELL OR OTHER STATIONARY AUDIBLE WARNING DEVICE NOT TESTED AT LEAST ONCE EACH MONTH.
6	6	0	234025703	WARNING BELL OR OTHER STATIONARY AUOIBLE WARNING DEVICE NOT TESTED WHEN PLACED IN SERVICE OR WHEN MODIFIED OR DISARRANGED.
267	1,267	140	234025702	HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM NOT TESTED AT LEAST ONCE EACH MONTH TO DETERMINE THAT IT FUNCTIONS AS INTENDED.
4	31	0	234025701	HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM NOT TESTED TO DETERMINE THAT IT FUNCTIONS AS INTENDED WHEN PLACED IN SERVICE OR WHEN MODIFIED OR DISARRANGE
4	4	0	234025503	HOLD-CLEAR DEVICE NOT TESTED FOR PROPER OPERATION AT LEAST ONCE EVERY 12 MONTHS.
1	10	0	234025502	GATE ARM MOVEMENT NOT OBSERVED FOR PROPER OPERATION AT LEAST ONCE EACH MONTH.
11	28	0	234025501	GATE ARM AND GATE MECHANISM NOT INSPECTED AT LEAST ONCE EACH MONTH.
35	201	18	234025303	EACH FLASHING LIGHT UNIT NOT INSPECTED FOR PROPER VISIBILITY, AND FOR DIRT AND DAMAGE TO ROUNDELS AND REFLECTORS AT LEAST ONCE EACH MONTH.
9	10	0	234025302	LAMP VOLTAGE NOT TESTED WHEN SYSTEM IS INSTALLED AND AT LEAST ONCE EVERY 12 MONTHS THEREAFTER.
37	60	18	234025301	EACH FLASHING LIGHT UNIT NOT INSPECTED FOR ALIGNMENT AND FREQUENCY OF FLASHES WHEN INSTALLED AND AT LEAST ONCE EVERY 12 MONTHS THEREAFTER.
25	92	20	234025101	STANDBY POWER NOT TESTED AT LEAST ONCE EACH MONTH.
35	220	22	234024901	GROUND TEST NOT MADE ON EACH ENERGY BUS FURNISHING POWER TO CIRCUITS THAT AFFECT THE SAFETY OF WARNING SYSTEM OPERATION WHEN SUCH ENERGY BUS IS PLACED
15	15	0	234024702	ELECTRONIC DEVICE, RELAY OR OTHER ELECTROMAGNETIC DEVICE THAT FAILS TO MEET REQUIREMENTS OF SPECIFIED TESTS RESTORED TO SERVICE WITH OPERATING CHARACT
29	43	2	234024701	ELECTRONIC DEVICE, RELAY OR OTHER ELECTROMAGNETIC DEVICE THAT FAILS TO MEET THE REQUIREMENTS OF SPECIFIED TESTS NOT REMOVED FROM SERVICE.
44	48	0	234024503	SIGN MISSING OR NOT SECURE.
392	551	0	234024502	SIGN NOT IN GOOD CONDITION.
23	30	0	234024501	SIGN NOT CLEARLY VISIBLE TO HIGHWAY USER.
7	8	0	234024305	CABLE USED AERIALLY NOT SUPPORTED ON INSULATORS OR BY MESSENGER.

11	19	0	234024304	WIRE INTERFERES WITH OR IS INTERFERED WITH BY ANOTHER WIRE.
3	4	0	234024303	WIRE NOT SECURED BECAUSE OF BROKEN, MISSING, OR BURNT CROSSARM.
1	1	0	234024302	WIRE NOT SECURED BECAUSE OF BROKEN, MISSING, OR BURNT POLE.
9	15	0	234024301	WIRE CARRIED ON POLE LINE NOT SECURELY TIED IN ON INSULATOR.
2	2	0	234024102	INSULATION OF INSULATED WIRE PUNCTURED FOR TEST PURPOSES.
248	306	0	234024101	INSULATED WIRE NOT PROTECTED FROM MECHANICAL INJURY.
1	1	0	234023905	TAG OR OTHER MARK OF IDENTIFICATION IN INSTRUMENT CASE OR APPARATUS HOUSING NOT MADE OF INSULATING MATERIAL.
3	3	0	234023904	WIRE INTERFERES WITH MOVING PARTS OF APPARATUS.
9	10	0	234023903	TAG INTERFERES WITH MOVING PARTS OF APPARATUS.
24	29	1	234023902	NOMENCLATURE OF TAG OR WIRE IDENTIFICATION DOES NOT CORRESPOND TO THAT OF THE CIRCUIT PLAN.
260	834	0	234023901	WIRE NOT TAGGED OR OTHERWISE MARKED SO THAT IT CAN BE IDENTIFIED AT TERMINAL.
2	2	0	234023704	SWITCH CIRCUIT CONTROLLER CONNECTIONS NOT SECURELY FASTENED.
313	467	1	234023502	INSULATION IN INSULATED RAIL JOINT IN BAD CONDITION.
105	145	2	234023501	INSULATED RAIL JOINT NOT MAINTAINED IN CONDITION TO PREVENT CURRENT FROM FLOWING BETWEEN RAILS SEPARATED BY THE INSULATION, IN AN AMOUNT SUFFICIENT TO
178	309	3	234023301	NON-INSULATED RAIL JOINT LOCATED WITHIN THE LIMITS OF HIGHWAY-RAIL GRADE CROSSING TRAIN DETECTION CIRCUIT NOT BONDED TO ENSURE ELECTRICAL CONDUCTIVITY
3	3	0	234023103	FOULING WIRES NOT MAINTAINED IN SUCH CONDITION TO DETECT OCCUPANCY WHEN TRAIN DETECTION CIRCUIT IS SHUNTED.
99	151	0	234023101	FOULING WIRES DO NOT CONSIST OF AT LEAST TWO DISCRETE CONDUCTORS.
96	103	12	234022901	TRAIN DETECTION CIRCUIT DOES NOT DETECT THE APPLICATION OF A SHUNT OF .06 OHMS RESISTANCE WHEN THE SHUNT IS CONNECTED ACROSS THE TRACK RAILS OF THE CI
6	6	1	234022702	ADEQUATE MEASURES TO SAFEGUARD HIGHWAY USERS AND TRAIN OPERATION NOT TAKEN WHEN IT IS KNOWN THAT A CONDITION OF SAND, RUST,DIRT,GREASE, OR OTHER FOREI
125	137	2	234022701	TRAIN DETECTION APPARATUS DOES NOT DETECT A TRAIN, LOCOMOTIVE, OR CAR OCCUPYING ANY PART OF THE DESIGNED LIMITS OF THE TRAIN DETECTION CIRCUIT.
11	11	0	234022502	CROSSING WARNING TIME NOT IN ACCORDANCE WITH THE DESIGN OF THE WARNING SYSTEM.
12	14	2	234022501	CROSSING WARNING SYSTEM DOES NOT PROVIDE AT LEAST 20 SECOND WARNING TIME.
116	151	0	234022306	GATE ARM NOT MAINTAINED IN A CONDITION TO BE CLEARLY VIEWED BY APPROACHING HIGHWAY USERS.
124	152	0	234022305	GATE ARM NOT IN HORIZONTAL POSITION.
17	20	0	234022304	GATE ARM BROKEN OR MISSING.
50	59	0	234022303	GATE ARM DOES NOT EXTEND ACROSS EACH LANE OF APPROACHING HIGHWAY TRAFFIC.
4	5	0	234022302	GATE ARM NOT IN HORIZONTAL POSITION AT LEAST 5 SECONDS (WHEN REQUIRED) PRIOR TO ARRIVAL OF ANY TRAIN AT THE CROSSING.
25	37	0	234022301	GATE ARM STARTS ITS DOWNWARD MOTION LESS THAN THREE SECONDS AFTER FLASHING LIGHTS BEGIN TO OPERATE.
237	448	1	234022102	LAMP VOLTAGE ON STANDBY POWER LESS THAN 85 PERCENT OF PRESCRIBED LAMP RATING.
108	190	1	234022101	LAMP VOLTAGE ON PRIMARY POWER LESS THAN 85 PERCENT OF PRESCRIBED LAMP RATING.
71	86	0	234021905	LIGHT WIRES NOT SECURELY FASTENED TO GATE ARM.
39	48	0	234021904	GATE ARM LIGHT UNIT NOT MAINTAINED PER DESIGN SPECIFICATIONS.
21	23	0	234021903	LIGHT UNIT NOT SECURELY FASTENED TO GATE ARM.

94	123	0	234021902	GATE ARM LIGHT UNIT DEFECTIVE, NOT VISIBLE, OR MISSING.
155	172	0	234021901	GATE ARM LIGHT BURNED OUT OR MISSING.
38	49	0	234021706	FLASHING LIGHTS DO NOT FLASH ALTERNATELY.
3	4	0	234021705	FLASH RATE MORE THAN 65 TIMES PER MINUTE.
34	35	0	234021704	FLASH RATE LESS THAN 35 TIMES PER MINUTE.
384	1,438	0	234021703	ROUNDELS OR REFLECTORS NOT MAINTAINED IN GOOD CONDITION.
136	242	0	234021702	FLASHING LIGHT UNIT NOT MAINTAINED TO PREVENT DUST OR MOISTURE FROM ENTERING THE UNIT.
867	1,581	9	234021701	FLASHING LIGHT NOT VISIBLE TO APPROACHING HIGHWAY USER.
52	61	4	234021503	STANDBY POWER SOURCE NOT MAINTAINED TO ALLOW SUFFICIENT CAPACITY TO OPERATE HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM DURING AN INTERRUPTION OF THE P
72	77	3	234021502	STANDBY POWER SOURCE NOT OF SUFFICIENT CAPACITY TO OPERATE HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM DURING AN INTERRUPTION OF THE PRIMARY SOURCE OF
2	2	0	234021501	STANDBY POWER SOURCE NOT PROVIDED.
87	96	0	234021301	CIRCUIT GROUNDED SUFFICIENTLY TO PERMIT FLOW OF CURRENT EQUAL TO OR IN EXCESS OF 75 PERCENT OF THE RELEASE VALUE OF RELAY OR OTHER ELECTROMAGNETIC DEV
323	390	2	234021102	OTHER COMPONENT HOUSING NOT SECURED AGAINST UNAUTHORIZED ENTRY.
43	50	1	234021101	WARNING SYSTEM INSTRUMENT CASE NOT SECURED AGAINST UNAUTHORIZED ENTRY.
169	225	91	234020901	INTERFERENCE WITH NORMAL FUNCTIONING OF WARNING SYSTEM WITHOUT TAKING MEASURES TO PROVIDE FOR THE SAFETY OF TRAIN AND HIGHWAY TRAFFIC.
4	7	7	234020705	TRAIN OPERATION NOT IN COMPLIANCE WITH APPLICABLE SECTION 234.105 OR 234.107, AS NECESSARY AND APPROPRIATE, UNTIL CORRECTIVE ACTION COMPLETED.
96	139	17	234020704	COMPONENT CAUSING ACTIVE WARNING SYSTEM FAILURE, MALFUNCTION, OR DEFECTIVE CONDITION AFFECTING THE PROPER OPERATION AND/OR ABILITY OF THE SYSTEM TO WA
150	250	31	234020703	COMPONENT CAUSING ACTIVE WARNING SYSTEM FAILURE, MALFUNCTION, OR DEFECTIVE CONDITION AFFECTING THE PROPER OPERATION AND/OR ABILITY OF THE SYSTEM TO WA
29	31	0	234020702	COMPONENT CAUSING ACTIVE WARNING SYSTEM FAILURE, MALFUNCTION, OR DEFECTIVE CONDITION AFFECTING THE PROPER OPERATION AND/OR ABILITY OF THE SYSTEM TO WA
13	24	1	234020701	NO ACTION TAKEN TO DETERMINE THE CAUSE OF ACTIVE WARNING SYSTEM FAILURE, MALFUNCTION, OR DEFECTIVE CONDITION AFFECTING THE PROPER OPERATION AND/OR ABI
230	251	0	234020504	OPERATING CHARACTERISTICS OF OTHER ELECTROMAGNETIC, ELECTRONIC, OR ELECTRICAL DEVICE NOT WITHIN PRESCRIBED LIMITS.
83	97	0	234020503	WORKING VALUES OF ELECTROMAGNETIC, ELECTRONIC, OR ELECTRICAL DEVICE NOT IN ACCORDANCE WITH THE LIMITS WITHIN WHICH THE APPARATUS IS DESIGNED TO OPERAT
5	5	0	234020501	PICK-UP VALUE OF ELECTROMAGNETIC DEVICE NOT IN ACCORDANCE WITH THE LIMITS WITHIN WHICH IT IS DESIGNED TO OPERATE.
14	14	0	234020301	CONTROL CIRCUIT THAT AFFECTS THE SAFE OPERATION OF A HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM DOES NOT OPERATE ON THE FAIL-SAFE PRINCIPLE.
857	898	4	234020103	PLANS NOT CORRECT.
127	127	0	234020102	PLANS NOT LEGIBLE.
142	153	2	234020101	PLANS NOT AVAILABLE AT CROSSING LOCATION.
26	92	0	234010903	RECORD OF CREDIBLE REPORT OF MALFUNCTIONING HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM INCORRECT.
124	474	0	234010902	RECORD OF CREDIBLE REPORT OF MALFUNCTIONING HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM INCOMPLETE.
32	38	1	234010901	RECORD NOT KEPT OF CREDIBLE REPORT OF MALFUNCTIONING HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM.
2	2	0	234010708	WARNING SYSTEM TAKEN OUT OF SERVICE WITHOUT COMPLYING WITH THE

				REQUIREMENTS OF SECTION 234.105.
4	5	2	234010707	FLAGGER NOT EQUIPPED WITH REQUIRED FLAGGING EQUIPMENT.
2	3	2	234010706	FLAGGER NOT EQUIPPED WITH REQUIRED VEST, SHIRT, OR JACKET.
4	10	0	234010703	ALTERNATE MEANS OF ACTIVELY WARNING HIGHWAY USERS NOT PROVIDED AT CROSSING WHERE CREDIBLE REPORT INDICATES FALSE ACTIVATION HAS OCCURRED.
4	13	0	234010702	LAW ENFORCEMENT AGENCY HAVING JURISDICTION OR RAILROAD POLICE NOT PROMPTLY NOTIFIED OF FALSE ACTIVATION.
2	2	0	234010701	TRAIN CREW OR OTHER RAILROADS OPERATING OVER CROSSING NOT NOTIFIED OF FALSE ACTIVATION PRIOR TO ARRIVAL OF TRAIN AT CROSSING.
2	2	2	234010601	TRAIN CREW OR OTHER RAILROADS OPERATING OVER CROSSING NOT NOTIFIED OF PARTIAL ACTIVATION PRIOR TO ARRIVAL OF TRAIN AT CROSSING.
2	2	0	234010510	LOCOMOTIVE AUDIBLE WARNING DEVICE NOT SOUNDED IN ACCORDANCE WITH THE RAILROAD'S RULES AS TRAIN APPROACHED CROSSING WHERE ACTIVATION FAILURE HAS BEEN I
2	2	1	234010509	AFTER TRAIN STOPPED CREWMEMBER FAILED TO GET OFF TRAIN AND FLAG HIGHWAY TRAFFIC TO A STOP WHEN THE REQUIRED ALTERNATE MEANS OF WARNING WAS NOT PROVIDE
3	4	0	234010508	TRAIN FAILED TO STOP AT CROSSING WHEN THE REQUIRED ALTERNATE MEANS OF WARNING WAS NOT PROVIDED.
4	4	3	234010503	ALTERNATE MEANS OF ACTIVELY WARNING HIGHWAY USERS NOT PROVIDED AT CROSSING WHERE CREDIBLE REPORT INDICATES ACTIVATION FAILURE HAS OCCURRED.
3	22	0	234010502	LAW ENFORCEMENT AGENCY HAVING JURISDICTION OR RAILROAD POLICE NOT PROMPTLY NOTIFIED OF ACTIVATION FAILURE.
4	4	2	234010501	TRAIN CREW OR OTHER RAILROADS OPERATING OVER CROSSING NOT NOTIFIED OF ACTIVATION FAILURE PRIOR TO ARRIVAL OF TRAIN AT CROSSING.
2	2	1	234010302	ACTION NOT TAKEN TO PROVIDE ALTERNATIVE MEANS OF WARNING HIGHWAY TRAFFIC AND RAILROAD EMPLOYEES UNTIL REPAIRS OR CORRECTION OF WARNING SYSTEM IS COMPL
11	11	8	234010301	CREDIBLE REPORT OF HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM MALFUNCTION NOT PROMPTLY INVESTIGATED.
3	3	1	234010101	RULES NOT ISSUED REQUIRING RAILROAD EMPLOYEES TO REPORT ANY MALFUNCTION OF HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM TO DESIGNATED PERSONS BY QUICKES
13	13	0	234000902	REPORT OF ACTIVATION FAILURE INCORRECT OR INCOMPLETE.
15	16	3	234000901	REPORT OF ACTIVATION FAILURE NOT SUBMITTED ON PRESCRIBED FORM WITHIN 15 DAYS.
1	1	1	234000701	IMPACT INVOLVING A HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM ACTIVATION FAILURE NOT REPORTED TO NATIONAL RESPONSE CENTER BY TELEPHONE WITHIN 24 HOURS
342	342	4	2320409D2	EOT CALIBRATION TAG(S) OR STICKER MISSING, ILLEGIBLE OR INCOMPLETE
337	340	21	2320409D1	EOT CALIBRATION OVERDUE
3	3	0	2320409C2	FAILURE TO MAINTAIN RECORD OF NOTIFICATION OF EOT TEST IN THE CAB OF CONTROLLING LOCOMOTIVE WHEN REQUIRED
1	1	0	2320409C1	FAILURE TO PROVIDE NOTIFICATION TO CREW THAT EOT WAS PREVIOUSLY TESTED AT INITIAL TERMINAL OR OTHER POINT OF INSTALLATION
3	3	0	2320409B2	FAILURE TO TEST EOT TO DETERMINE THAT THE DEVICE IS CAPABLE OF INITIATING AN EMERGENCY BRAKE APPLICATION FROM THE REAR OF THE TRAIN AT POINT OF INSTAL
1	1	0	2320409B1	FAILURE TO COMPARE EOT QUANTITATIVE VALUES
3	3	0	2320409A1	NO EXCEPTION TAKEN TO EOT DEVICE
1	1	0	2320407G1	FAILURE TO TAKE APPROPRIATE REMEDIAL ACTION FOLLOWING EN ROUTE LOSS OF EOT COMMUNICATION ON TRAIN IN FREIGHT SERVICE
13	13	0	2320407E1	REAR EOT UNIT BATTERIES INSUFFICIENTLY CHARGED
7	7	0	2320407C1	FAILURE OF EOT TO BE ARMED AND OPERABLE

4	4	1	2320405A1	FAILURE TO MEET DESIGN STANDARDS FOR 2-WAY EOT, (PROVIDE DETAILS)
9	17	0	2320309C1	FAILURE TO PROPERLY TAG OR LABEL SINGLE CAR TEST DEVICE FOR CALIBRATION DUE DATE
15	18	4	2320309B1	FAILURE TO CALIBRATE SINGLE CAR TEST AND/OR ASSOCIATED DEVICES WHEN REQUIRED
4	4	0	2320309A2	FAILURE TO PERFORM DAILY TEST OF SINGLE CAR TEST DEVICE
26	28	2	2320305A3	FAILURE TO FOLLOW SINGLE CAR TEST PROCEDURE WHEN CONDUCTING THE TEST
311	316	79	2320305A2	FAILURE TO PERFORM SINGLE CAR TEST WHEN REQUIRED (PROVIDE DETAILS)
2	2	0	2320303F2	FAILURE TO PROVIDE TEST INFORMATION TO RAILROAD EMPLOYEES OR FRA WHEN REQUIRED
1	1	0	2320303F1	FAILURE TO STENCIL OR TRACK TEST INFORMATION
1	12	0	2320303E1	FAILURE TO RETAIN RECORD OR IMPROPER REMOVAL OF TAG OR CARD
5	5	3	2320303D2	FAILURE TO PROPERLY MOVE EQUIPMENT REQUIRING SINGLE CAR AIR BRAKE TEST
1	1	1	2320303D1	FAILURE TO PROPERLY TAG EQUIPMENT REQUIRING SINGLE CAR AIR BRAKE TEST
61	65	0	2320303C2	ANGLE COCKS NOT PROPERLY LOCATED WITH SUITABLE CLEARANCE AND NOT PROPERLY POSITIONED TO ALLOW MAXIMUM AIR FLOW
49	56	2	2320303C1	FAILURE TO DETERMINE BRAKE SYSTEM COMPONENTS ARE SECURE AND FUNCTION AS INTENDED PRIOR TO LEAVING SHOP OR REPAIR TRACK
2	2	0	2320219B1	FAILURE TO VISUALLY INSPECT BRAKE SYSTEM ON EACH HELPER LOCOMOTIVE PLACED IN A TRAIN
6	6	0	2320217E1	FAILURE TO USE ACCURATE YARD TEST DEVICE
21	26	0	2320217D1	FAILURE TO CALIBRATE YARD TEST DEVICE AS REQUIRED
2	3	0	2320217C1	YARD TEST DEVICE AIR PRESSURE INSUFFICIENT
2	3	0	2320217A2	YARD AIR TEST DEVICE DOES NOT MEET REQUIRED DESIGN/PERFORMANCE SPECIFICATIONS
3	5	0	2320217A1	IMPROPER TRAIN BRAKE TEST USING YARD TEST DEVICE (PROVIDE DETAILS)
1	1	0	2320215B1	FAILURE TO PERFORM TRANSFER TRAIN BRAKE TEST ON CARS ADDED EN ROUTE
1	1	0	2320215A6	FAILURE TO PROPERLY RETEST THE AIR BRAKES ON A CAR FOLLOWING A FAILURE TO APPLY
14	14	0	2320215A5	FAILURE TO USE AN ACCURATE GAUGE AT THE REAR OF THE TRAIN
41	41	1	2320215A3	PARTIAL FAILURE TO PERFORM TRANSFER TRAIN BRAKE TEST (PROVIDE DETAILS)
11	11	6	2320215A2	COMPLETE FAILURE TO PERFORM TRANSFER TRAIN BRAKE TEST
18	18	12	2320213A8	FAILURE TO PERFORM REQUIRED INSPECTIONS/TESTS OF EXTENDED HAUL TRAIN AT DESIGNATED LOCATION FOR CONTINUED OPERATION BEYOND 1500 MILES
12	19	0	2320213A7	FAILURE TO MAINTAIN RECORD(S) OF DEFECTIVE CARS FOUND ANYTIME DURING THE MOVEMENT OF EXTENOED HAUL TRAINS AND/OR NOT MADE AVAILABLE TO FRA UPON REQUES
13	15	14	2320213A6	FAILURE TO USE A QUALIFIED MECHANICAL INSPECTOR TO PERFORM THE REQUIRED INBOUND INSPECTION OF CARS SET-OUT EN ROUTE, OR AT DESTINATION OF EXTENDED HAU
22	28	25	2320213A5	FAILURE TO USE A QUALIFIED MECHANICAL INSPECTOR FOR THE REQUIRED INSPECTION AND TEST ON CARS ADDED TO AN EXTENDED HAUL TRAIN
1	1	1	2320213A4	EXTENDED HAUL TRAIN OPERATING WITH MORE THAN ONE PICK-UP OR SET-OUT (PROVIDE DETAILS)
3	3	1	2320213A3	FAILURE TO REPAIR OR SET-OUT DEFECTIVE CAR(S) UNDER 49 CFR PART 215 AT CLASS I BRAKE TEST LOCATION ON EXTENDED HAUL TRAIN
8	8	8	2320213A2	CLASS I BRAKE TEST AND/OR INSPECTION REQUIRED UNDER 49 CFR 215 FOR EXTENDED HAUL TRAIN PERFORMED BY PERSON OTHER THAN QUALIFIED MECHANICAL INSPECTOR A
4	6	5	2320213A1	FAILURE TO PROVIDE FRA WITH WRITTEN NOTIFICATION AND REQUIRED INFORMATION CONCERNING EXTENDED HAUL TRAINS
4	4	2	2320211C1	FAILURE TO DETERMINE THAT THE BRAKES ON THE REAR CAR APPLY AND RELEASE AND

				THAT THE BRAKE PIPE PRESSURE IS BEING RESTORED
5	5	0	2320211B1	PARTIAL FAILURE TO PERFORM CLASS III - TRAINLINE CONTINUITY INSPECTION (PROVIDE DETAILS)
5	5	2	2320211A2	COMPLETE FAILURE TO PERFORM CLASS III - TRAINLINE CONTINUITY INSPECTION
15	15	2	2320209B3I	2320209B3I
3	3	0	2320209B2	FAILURE TO CHARGE AIR BRAKE SYSTEM TO PRESCRIBED PRESSURE (EXPLAIN)
3	3	0	2320209A3	PARTIAL FAILURE TO PERFORM CLASS II - INTERMEDIATE INSPECTION
1	1	0	2320207C3	FAILURE TO PROVIDE FRA WITH AT LEAST 30 CALENDAR DAYS OF ADVANCE NOTIFICATION OF CHANGES MADE TO CLASS IA BRAKE TEST - 1000 MILE INSPECTION DESIGNATED
5	5	2	2320207C1	FAILURE TO PROPERLY DESIGNATE LOCATION FOR CLASS IA BRAKE TEST - 1000 MILE INSPECTION
1,138	1,264	0	2320207B6	AIR BRAKE EQUIPMENT MISSING AND/OR INSECURE
88	98	2	2320207B5	BRAKE RIGGING BROKEN, FOULING, FOLLOWING THE APPLICATION OF THE AIR BRAKES
25	25	0	2320207B4II	FAILURE OF AIR BRAKE SYSTEM ON CAR TO RESPOND TO A REQUIRED APPLICATION
273	304	1	2320207B4I	2320207B4I
57	59	2	2320207B3II	FAILURE OF AIR BRAKES TO RESPOND TO A REQUIRED APPLICATION
15	15	0	2320207B2	FAILURE TO PROPERLY POSITION, EXAMINE, AND OBSERVE THE FUNCTIONING OF ALL MOVING PARTS
1	1	0	2320207B1	BRAKE PIPE LEAKAGE EXCEEDS 5 PSI PER MINUTE OR AIR FLOW EXCEEDS 60 CUBIC FEET PER MINUTE
2	4	0	2320207B	2320207B
16	16	0	2320207A3	PARTIAL FAILURE TO PERFORM CLASS 1A BRAKE TEST - 1000 MILE INSPECTION
7	7	3	2320207A2	COMPLETE FAILURE TO PERFORM CLASS IA BRAKE TEST - 1000 MILE INSPECTION
10	14	0	2320205F1	FAILURE TO PERFORM INSPECTION ON CARS ADDED TO TRAIN CLASS I BRAKE TEST-INITIAL TERMINAL INSPECTION
28	28	4	2320205E2	FAILURE TO MAINTAIN WRITTEN/ELECTRONIC RECORD OF CLASS I BRAKE TEST IN CAB OF CONTROLLING LOCOMOTIVE UNTIL TRAIN REACHES FINAL DESTINATION (EXPLAIN)
28	28	1	2320205E1	FAILURE TO PROVIDE ENGINEER NOTIFICATION THAT CLASS I BRAKE TEST WAS SATISFACTORILY PERFORMED
1	1	0	2320205D1	FAILURE TO USE CARMEN WHEN REQUIRED FOR CLASS I BRAKE TEST - INITIAL TERMINAL INSPECTION - REDESIGNATED PARAGRAPH, SEE PETITION FOR RECON AUGUST 2, 20
3	3	0	2320205C8	FAILURE OF AIR BRAKES TO RELEASE FOLLOWING SIGNAL OR DEPARTURE
6,557	7,510	19	2320205C7	ALL BRAKE EQUIPMENT NOT PROPERLY SECURED
655	759	4	2320205C6	BRAKE SHOE RIGGING BINDING OR FOULING
502	523	8	2320205C5	PISTON TRAVEL EXCESSIVE, INSUFFICIENT, OR ON TRUCK-MOUNTED BRAKES, FAIL TO PROVIDE PROPER BRAKE SHOE CLEARANCE WHEN RELEASED
14	14	0	2320205C4	FAILURE TO PROPERLY RETEST THE AIR BRAKES ON A CAR FOLLOWING A FAILURE TO APPLY
1	1	0	2320205C3	FAILURE TO CHARGE AIR BRAKE SYSTEM TO PRESCRIBED PRESSURE (EXPLAIN)
114	138	1	2320205C2	FAILURE TO PROPERLY POSITION, EXAMINE, AND OBSERVE THE FUNCTIONING OF ALL MOVING PARTS
23	49	0	2320205C1	BRAKE PIPE LEAKAGE EXCEEDS 5 PSI PER MINUTE OR AIR FLOW EXCEEDS 60 CUBIC FEET PER MINUTE
75	87	3	2320205C	2320205C
3	3	2	2320205B2	CAR OR A SOLID BLOCK OF CARS MORE THAN OFF AIR MORE THAN FOUR HOURS AND DEPARTED WITHOUT A PRPOER TRAIN AIR BRAKE TEST
2	2	0	2320205B1	FAILURE TO CONDUCT A CLASS I BRAKE TEST FOLLOWING THE ADDITION OF A CAR OR A SOLID BLOCK OF CARS (EXPLAIN)
752	841	28	2320205A3	PARTIAL FAILURE TO PERFORM CLASS I BRAKE TEST - INITIAL TERMINAL INSPECTION (EXPLAIN)

16	28	17	2320205A2	COMPLETE FAILURE TO PERFORM CLASS I BRAKE TEST-INITIAL TERMINAL INSPECTION
3	3	0	2320203F1	FAILURE OF RAILROAD OR CONTRACTOR TO ADOPT AND COMPLY WITH A PLAN TO PERIODICALLY ASSESS THE EFFECTIVENESS OF ITS TRAINING PROGRAM
12	188	0	2320203E1	FAILURE OF RAILROAD OR CONTRACTOR TO MAINTAIN RECORDS FOR EMPLOYEES ASSIGNED TO PERFORM BRAKE SYSTEM INSPECTIONS, TESTS OR MAINTENANCE
3	18	0	2320203C1	FAILURE OF RAILROAD OR CONTRACTOR TO ADDRESS AND COMPLY WITH TRAINING REQUIREMENTS, FOR EMPLOYEES RESPONSIBLE FOR TESTING, OPERATION, AND MAINTENANCE
73	73	1	2320203B1	FAILURE OF RAILROAD OR CONTRACTOR TO ADDRESS AND COMPLY WITH SPECIFIC REQUIRED ITEM OR PROVISION OF TRAINING PROGRAM
41	41	13	2320203A1	FAILURE OF RAILROAD OR CONTRACTOR TO ADOPT AND COMPLY WITH A TRAINING, QUALIFICATION AND DESIGNATION PROGRAM FOR ITS EMPLOYEES ASSIGNED TO PERFORM BRA
3	3	0	2320170C3	SINGLE CAR TEST DEVICE OUT OF DATE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1	1	0	2320170B7	FAILURE TO RENEW OR REPLACE DEFECTIVE AIR BRAKE COMPONENTS WHEN REQUIRED DURING REPAIR TRACK TEST (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILRO
3	3	0	2320170B6	FAILURE TO PERFORM REPAIR TRACK TEST WHEN REQUIRED (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1	1	0	2320170B5	REPAIR TRACK TEST NOT PROPER BECAUSE STANDARD PROCEDURES WHERE NOT FOLLOWED (EXPLAIN) (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1	1	0	2320170B2	IMPROPER REPAIR TRACK TEST OBSERVED AND HANDLED FOR CORRECTION (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
5	5	0	2320170A2	PASSENGER CAR AIR BRAKE PAST DUE FOR COT&S (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
2	2	0	2320157B3	CUT OUT COCK HANDLE BENT TO EXTENT IT IS INOPERATIVE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
57	74	0	2320157B2	CUT OUT COCK HANDLE BROKEN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
6	6	0	2320157B1	CUT OUT COCK HANDLE MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
37	37	0	2320157A3	CUT OUT COCK INSECURE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
22	22	1	2320157A2	CUT OUT COCK BROKEN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
4	4	0	2320157A1	CUT OUT COCK MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
363	382	0	2320153B2	ANGLE COCK HANDLE BROKEN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
90	91	1	2320153B1	ANGLE COCK HANDLE MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
414	419	0	2320153A3	ANGLE COCK NOT SECURED AS INTENDED BY DESIGN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
240	250	0	2320153A2	ANGLE COCK BROKEN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
5	7	0	2320153A1	ANGLE COCK MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
11	12	0	2320149A4	AIR HOSE LEAKING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
9	10	0	2320149A3	AIR HOSE WITH LOOSE OR DEFECTIVE FITTING AT EITHER END OF HOSE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
119	129	0	2320149A2	AIR HOSE BROKEN, BLOWN OUT, WORN OR TORN THROUGH ONE LAYER OF FABRIC (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
8	8	0	2320149A1	AIR HOSE MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
476	568	0	2320144F3	BRAKE RIGGING OTHER (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1,771	2,022	0	2320144F2	PARTS OF BRAKE EQUIPMENT IMPROPERLY SECURED (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)

8	9	0	2320144F1	BRAKE RIGGING DOWN OR DRAGGING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
34	38	0	2320144E4	BRAKE BEAM HEAD BURNED/WORN TO EXTENT SHOE CANNOT BE SATISFACTORILY HELD IN PLACE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
13	13	0	2320144E3	BRAKE BEAM OUT OF PLACE OR NOT PROPERLY RETAINED IN OPERATING POSITION (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
16	22	3	2320144E2	BRAKE BEAM BROKEN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS) (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1	2	0	2320144E1	BRAKE BEAM MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
2,309	3,128	0	2320144D4	BRAKE SHOE WORN TO EXTENT BACKING PLATE WILL COME IN CONTACT WITH THE WHEEL (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
116	139	0	2320144D3	BRAKE SHOE NOT PROPERLY SECURED TO THE BRAKE HEAD (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1,348	1,425	0	2320144D2	BRAKE SHOE BROKEN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
163	200	0	2320144D1	BRAKE SHOE MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
221	226	0	2320144C4	BRAKE ROD WORN TO LESS THAN ONE HALF ITS ORIGINAL STRENGTH (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
22	22	0	2320144C3	BRAKE ROD OUT OF PLACE/BENT TO EXTENT IT FOULS/WILL NOT MOVE FREELY AS INTENDED (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
12	12	2	2320144C2	BRAKE ROD BROKEN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
8	9	0	2320144C1	BRAKE ROD MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
67	69	0	2320144B3	BRAKE LEVER IMPROPER/OUT OF PLACE/BENT TO EXTENT IT FOULS OR WILL NOT MOVE FREELY (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
3	3	0	2320144B2	BRAKE LEVER BROKEN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
3	4	0	2320144B1	BRAKE LEVER MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
193	207	1	2320144A3	BRAKE PIN RETAINER MISS/BROKEN TO EXTENT IT DOES NOT SERVE ITS PURPOSE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1	1	0	2320144A2	BRAKE CONNECTING PIN BROKEN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
24	29	0	2320144A1	BRAKE CONNECTING PIN MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
2	2	0	2320142A3	RELEASE VALVE LOOSE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
87	87	0	2320142A2	RELEASE VALVE OR ROD BROKEN OR NON-FUNCTIONAL (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
26	26	0	2320142A1	RELEASE VALVE OR ROD MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
357	357	0	2320140A3	RETAINING VALVE OR PIPE INSECURE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
223	224	0	2320140A2	RETAINING VALVE OR PIPE BROKEN OR NON-FUNCTIONAL (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
10	10	0	2320140A1	RETAINING VALVE OR PIPE MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
18	18	0	2320120F2	AUTOMATIC SLACK ADJUSTER AND/OR BRAKE EQUIPMENT (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
23	23	0	2320120F1	REQUIRED VENT VALVE PLUGGED (OUTBOUND FROM TRAIN BRAKE TEST) (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
126	130	0	2320120E3	IMPROPER PISTON TRAVEL ON OTHER BRAKES (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
42	43	0	2320120E2	EXCESSIVE PISTON TRAVEL ON BODY MOUNTED 12 INCH BRAKE CYLINDER (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
95	96	0	2320120E1	EXCESSIVE PISTON TRAVEL ON BODY MOUNTED 10 INCH BRAKE CYLINDER (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)

20	21	0	2320120D6	OTHER TYPE CUT OUT/DID NOT APPLY (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
73	73	24	2320120D5	ABD/ABDW TYPE AIR BRAKE CUT OUT (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
4	4	0	2320120D4	AB TYPE AIR BRAKE CUT OUT (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
135	135	2	2320120D3	ABD/ABDW TYPE AIR BRAKE DID NOT APPLY IN RESPONSE TO A REQUIRED APPLICATION (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
18	18	0	2320120D2	AB TYPE AIR BRAKE DID NOT APPLY IN RESPONSE TO A REQUIRED APPLICATION (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
2	2	0	2320120D1	BRAKE TEST OBSERVED TRAIN OPERATED WITH LEAKAGE IN EXCESS OF FIVE POUNDS PER MINUTE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
13	13	0	2320120C7	AIR TEST IMPROPER (STATE FACTS) (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1	1	1	2320120C3	FAILURE TO MAKE PROPER TRANSFER TEST AS REQUIRED (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
2	2	0	2320120C1	FAILURE TO MAKE INSPECTION OF TRAIN AS REQUIRED BY 232. 12 C-J OF EACH CAR AS REQUIRED FOR INITIAL TERMINAL TEST (FOR USE WITH TOURIST, HISTORIC, OR E
4	4	0	2320120B7	FAILURE TO SET A SUFFICIENT NUMBER OF HANDBRAKES ON LOCOMOTIVES OR CARS WHEN REQUIRED (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
4	4	2	2320120B5	FAILURE TO MAKE TRANSFER TRAIN AIR BRAKE TEST (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1	1	1	2320120B3	FAILURE TO MAKE 1000-MILE FREIGHT TRAIN AIR BRAKE TEST (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
2	2	0	2320120B1	FAILURE TO MAKE INITIAL TERMINAL FREIGHT TRAIN AIR BRAKE TEST (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1	1	0	2320120A6	NO EXCEPTIONS TAKEN TO INTERMEDIATE TRAIN AIR BRAKE TEST OBSERVED (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
4	4	3	2320111B1	FAILURE OF RAILROAD TO PROVIDE TRAIN CREW WITH TRAIN WEIGHT, LENGTH, WEIGHT DISTRIBUTION, NUMBER AND LOCATION OF CARS WITH CUT-OUT OR INOPERATIVE BRAK
5	5	0	2320111A3	FAILURE TO MAINTAIN RECORD OF TRAIN BRAKE SYSTEM AND TRAIN FACTORS AFFECTING BRAKE SYSTEM PERFORMANCE AND TESTING IN CAB OF THE LOCOMOTIVE
1	1	1	2320111A2	FAILURE OF RAILROAD TO PROVIDE TRAIN CREW WITH CONDITION OF TRAIN BRAKE SYSTEM AND TRAIN FACTORS AFFECTING BRAKE SYSTEM PERFORMANCE AND TESTING
6	6	1	2320111A1	FAILURE OF RAILROAD TO ADOPT OR COMPLY WITH TRAIN HANDLING INFORMATION REQUIREMENTS
7	7	0	2320110B2	LOCOMOTIVE HANDBRAKES, PARTS AND CONNECTIONS NOT INSPECTED OR SUITABLY STENCILED (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
2	2	0	2320109F1	IMPROPER USE OF LOCOMOTIVE IN THE CONTROLLING OR LEAD POSITION
3	3	0	2320109E1	IMPROPER OR FAILURE TO MEET CONDITIONS FOR DEACTIVATION OF LOCOMOTIVE DYNAMIC BRAKE
2	2	2	2320109D1	FAILURE TO MAINTAIN RECORD OF REPAIR FOR LOCOMOTIVE WITH DEFECTIVE DYNAMIC BRAKE
26	26	1	2320109C1	FAILURE TO PROPERLY TAG LOCOMOTIVE WITH DEFECTIVE DYNAMIC BRAKE
6	6	3	2320109B1	FAILURE TO REPAIR DEFECTIVE DYNAMIC BRAKES WITHIN 30 CALENDAR DAYS OR AT THE NEXT PERIODIC INSPECTION
15	15	2	2320109A2	FAILURE TO MAINTAIN WRITTEN OR ELECTRONIC INFORMATION REGARDING THE OPERATIONAL STATUS OF DYNAMIC BRAKE ON ALL LOCOMOTIVES IN CONSIST IN THE CAB OF TH
11	11	1	2320109A1	FAILURE TO PROVIDE LOCOMOTIVE ENGINEER WITH INFORMATION REGARDING THE OPERATIONAL STATUS OF DYNAMIC BRAKE ON ALL LOCOMOTIVES IN CONSIST AT INITIAL TER
3	3	0	2320107E1	FAILURE OF RAILROAD TO ADOPT OR COMPLY WITH COLD WEATHER OPERATING

				PROCEDURES
2	3	0	2320107D1	YARD AIR RESERVOIR(S) NOT DRAINED DAILY OR AS OFTEN AS CONDITIONS REQUIRE
1	1	0	2320107C1	PROHIBITED USE OF CHEMICALS IN TRAIN AIR BRAKE SYSTEM
3	3	0	2320107B1	FAILURE TO BLOW CONDENSATION FROM PIPE OR HOSE PRIOR TO CONNECTING THE YARD AIR LINE OR LOCOMOTIVE TO THE TRAIN
10	10	0	2320107A4	FAILURE OF RAILROAD TO MAINTAIN INSPECTION RECORDS FOR ONE YEAR RELATING TO YARD AIR SOURCE INSPECTIONS
8	8	0	2320107A3	YARD AIR SOURCE NOT OPERATING AS INTENDED OR FAILURE OF RAILROAD TO TAKE REMEDIAL ACTION WHEN OTHERWISE FOUND DEFECTIVE
8	8	0	2320107A2	FAILURE OF RAILROAD TO INSPECT YARD AIR SOURCE AT REQUIRED INTERVALS
22	23	1	2320107A1	FAILURE OF RAILROAD TO ADOPT AND COMPLY WITH MONITORING PROGRAM FOR YARD AIR SOURCES OTHER THAN LOCOMOTIVES
7	7	0	2320105G2	BRAKE PIPE LEAKAGE EXCEEDS 5 PSI PER MINUTE OR AIR FLOW EXCEEDS 60 CUBIC FEET PER MINUTE
10	10	3	2320105G1	LOCOMOTIVE ENGINEER FAILS TO DETERMINE THAT BRAKE SYSTEM IS IN OPERATIVE CONDITION WHEN TAKING CHARGE OF LOCOMOTIVE CONSIST
3	3	2	2320105F1	IMPROPER USE OF PASSENGER POSITION ON AUTOMATIC BRAKE VALVE THREE POSITION CUT-OUT COCK
1	1	0	2320105E1	PROHIBITED USE OF LOCOMOTIVE FEED OR REGULATING VALVE TO CONTROL BRAKE APPLICATIONS
17	17	3	2320105D1	LOCOMOTIVE EQUALIZING RESERVOIR LEAKAGE
155	157	0	2320105C2	FAILURE TO PROPERLY STENCIL, TAG OR RECORD LOCOMOTIVE HAND/PARKING BRAKE INSPECTION INFORMATION
107	110	0	2320105C1	LOCOMOTIVE HAND OR PARKING BRAKE COMPONENTS NOT INSPECTED OR REPAIRED AS REQUIRED
11	11	1	2320105B2	LOCOMOTIVE HAND OR PARKING BRAKE CANNOT BE APPLIED OR RELEASED BY HAND OR IS INCAPABLE OF HOLDING THE LOCOMOTIVE ON 3 PERCENT GRADE
82	91	4	2320105A1	FAILURE TO MAINTAIN LOCOMOTIVE AIR BRAKES IN SAFE AND SUITABLE CONDITION (PROVIDE DETAILS)
18	18	0	232010303	IMPROPER ADJUSTMENT OF AIR REGULATING DEVICES
269	291	6	2320103N8	FAILURE OF RAILROAD TO DEVELOP, IMPLEMENT AND VERIFY PROCESS CONCERNING USE OF HAND BRAKES AND OR STATUS OF LOCOMOTIVE CONTROLS ON UNATTENDED LOCOMOTI
106	112	16	2320103N7	FAILURE TO APPLY HAND BRAKE ON LEAD LOCOMOTIVE OF UNATTENDED LOCOMOTIVE CONSIST (LITE ENGINES), WITHIN YARD LIMITS
13	14	4	2320103N6	FAILURE TO APPLY HAND BRAKES ON ALL LOCOMOTIVES OF AN UNATTENDED LOCOMOTIVES CONSIST (LITE ENGINES), OUTSIDE OF YARD LIMITS
99	106	27	2320103N5	PREMATURE RELEASE OF HAND BRAKES ON UNATTENDED EQUIPMENT WITHOUT FIRST ESTABLISHING PROPER CHARGING OF BRAKE SYSTEM
132	140	4	2320103N4	FAILURE TO ADOPT OR COMPLY WITH PROCEDURES FOR SECURING UNATTENDED LOCOMOTIVES
2	2	1	2320103N3IV	FAILURE TO DEVELOP, ADOPT, OR COMPLY WITH PROCEDURES FOR SECURING ANY UNATTENDED LOCOMOTIVE REQUIRED TO HAVE HAND BRAKE APPLIED WHEN THE LOCOMOTIVE IS
10	11	2	2320103N3III	FAILURE TO FULLY APPLY HAND BRAKE ON THE LEAD LOCOMOTIVE IN AN UNATTENDED LOCOMOTIVE CONSIST WITHIN YARD LIMITS
1	1	0	2320103N3II	FAILURE TO FULLY APPLY ALL HAND BRAKES ON ALL LOCOMOTIVES IN AN UNATTENDED LOCOMOTIVE CONSIST OUTSIDE OF YARD LIMITS
10	13	2	2320103N3I	FAILURE TO FULLY APPLY ALL HAND BRAKES ON ALL LOCOMOTIVES IN LEAD CONSIST OF AN UNATTENDED TRAIN
35	37	3	2320103N3	FAILURE OF RAILROAD TO DEVELOP, IMPLEMENT AND VERIFY PROCESS CONCERNING USE OF HAND BRAKES ON UNATTENDED EQUIPMENT WHEN AIR BRAKES ARE RELEASEO

243	264	37	2320103N2	FAILURE TO REDUCE BRAKE PIPE TO ZERO AND TO VENT BRAKE PIPE TO ATMOSPHERE WITH ANGLE COCK IN OPEN POSITION ON FIRST UNIT OF EQUIPMENT LEFT UNATTENDED
5	5	0	2320103N1II	FAILURE TO DEVELOP OR IMPLEMENT PROCEDURE TO VERIFY APPLIED HAND BRAKES WILL HOLD EQUIPMENT
36	41	11	2320103N1I	FAILURE TO APPLY SUFFICIENT NUMBER OF HAND BRAKES TO HOLD EQUIPMENT
477	562	93	2320103N1	TOTAL FAILURE TO APPLY HAND BRAKES ON UNATTENDED EQUIPMENT
1	1	0	2320103I4	BRAKE SYSTEM EMERGENCY APPLICATION NOT INITIATED DURING UNINTENTIONAL PARTING FOR TRAIN LINE OR LOSS OF TRAIN BRAKE COMMUNICATION
1	1	0	2320103I3	TRAIN BRAKE EMERGENCY APPLICATION FEATURE INOPERATIVE OR UNAVAILABLE
7	7	0	2320103G3	FREIGHT CAR BADGE PLATE, DECAL OR STENCIL NOT PROPERLY LOCATED
85	91	0	2320103G2	FREIGHT CAR BADGE PLATE, DECAL OR STENCIL ILLEGIBLE OR INCOMPLETE INFORMATION
1,281	1,362	0	2320103G1	FREIGHT CAR BADGE PLATE, DECAL OR STENCIL MISSING
6	6	1	2320103F9	2320103F9
1	1	0	2320103F8	2320103F8
16	16	0	2320103F7	2320103F7
4	4	0	2320103F6	2320103F6
10	10	0	2320103F5	2320103F5
8	8	0	2320103F4	2320103F4
858	962	12	2320103F3	FREIGHT CAR PISTON TRAVEL IMPROPER
4	4	0	2320103F28	2320103F28
57	59	0	2320103F26	2320103F26
3	3	0	2320103F25	2320103F25
147	163	0	2320103F24	2320103F24
10	12	0	2320103F23	2320103F23
2	2	0	2320103F22	2320103F22
273	364	0	2320103F21	2320103F21
21	21	0	2320103F20	2320103F20
5,202	6,161	133	2320103F2	FREIGHT CAR AIR BRAKES INOPERATIVE OR INEFFECTIVE
38	40	0	2320103F19	2320103F19
2	2	0	2320103F18	2320103F18
20	20	0	2320103F17	2320103F17
8	8	0	2320103F15	2320103F15
71	74	0	2320103F14	2320103F14
8	8	0	2320103F13	2320103F13
6	7	3	2320103F11	2320103F11
175	211	0	2320103F10	2320103F10
339	365	122	2320103F1	FREIGHT CAR AIR BRAKES CUT-OUT
4	4	2	2320103E1	MOVEMENT OF TRAIN WITH LESS THAN 85 PERCENT OF OPERATIVE AIR BRAKES
16	18	6	2320103D1	FAILURE OF TRAIN TO HAVE 100 PERCENT OPERATIVE AIR BRAKES AT CLASS I INSPECTION
29	30	0	2320103C1	BRAKE SYSTEM DOES NOT RESPOND TO SIGNALS FROM THE TRAIN LINE
309	433	2	2320103A1	PRIMARY BRAKE SYSTEM WILL NOT STOP TRAIN AS REQUIRED
22	22	16	2320019A1	FAILURE TO MAKE RECORDS AVAILABLE UPON REQUEST
38	44	3	2320015E1	DEFECTIVE EQUIPMENT IMPROPERLY PLACED IN TRAIN (PROVIDE DETAILS)
28	28	15	2320015B4	FAILURE TO RETAIN RECORD OF TAG
3	3	2	2320015B3	IMPROPER REMOVAL OF TAG

24	26	0	2320015B2	TAG OR RECORD NOT PROPERLY COMPLETED OR HAS MISSING INFORMATION
53	53	9	2320015B1	COMPLETE FAILURE TO TAG DEFECTIVE EQUIPMENT
8	8	1	2320015A2	FAILURE TO PRESCRIBE REQUIREMENTS FOR MOVEMENT OF NON-COMPLYING EQUIPMENT (PROVIDE DETAILS)
51	51	30	2320015A1	FAILURE TO MEET CONDITIONS FOR MOVEMENT OF DEFECTIVE EQUIPMENT FOR REPAIR (PROVIDE DETAILS)
53	53	0	2320011A1	FAILURE TO HAVE EFFECTIVE AND OPERATIVE AIR BRAKES AS REQUIRED (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1,033	1,078	1	2310144B4	COUPLER HEIGHT ON CAR LESS THAN 31 1/2" FROM TOP OF RAIL
25	25	0	2310144B3	COUPLER HEIGHT ON CAR MORE THAN 34 1/2" FROM TOP OF RAIL
35	36	2	2310144B2	COUPLER HEIGHT ON LOCOMOTIVE LESS THAN 31 1/2" FROM TOP OF RAIL
1	1	0	2310144B1	COUPLER HEIGHT ON LOCOMOTIVE MORE THAN 34 1/2" FROM TOP OF RAIL
7	7	0	2310144A2	COUPLER BROKEN, MISSING OR INOPERATIVE ON LOCOMOTIVE
49	49	2	2310144A1	COUPLER BROKEN, MISSING OR INOPERATIVE ON CAR
61	65	0	2310140D3	UNCOUPLING LEVER HANDLE IMPROPERLY LOCATED
331	359	0	2310140D2	UNCOUPLING LEVER WITH IMPROPER HANDLE CLEARANCE
67	68	0	2310140D1	UNCOUPLING LEVER WRONG DIMENSION
136	141	1	2310140C2	UNCOUPLING LEVER BRACKET BROKEN OR MISSING
432	438	0	2310140C1	UNCOUPLING LEVER BRACKET BENT LEVER WILL NOT FUNCTION PROPERLY
1,713	1,737	15	2310140B1	UNCOUPLING LEVER BENT WILL NOT SAFELY AND REASONABLY FUNCTION AS INTENDED
183	193	14	2310140A2	UNCOUPLING LEVER BROKEN OR DISCONNECTED
125	126	15	2310140A1	UNCOUPLING LEVER MISSING
5	5	0	2310138C5	HAND OR SAFETY RAILING NOT SECURED AGAINST END SHIFTING
60	71	0	2310138C4	HAND OR SAFETY RAILING OBSTRUCTED
91	94	17	2310138C3	HAND OR SAFETY RAILING IMPROPERLY LOCATED
349	387	3	2310138C2	HAND OR SAFETY RAILING HAVING LESS THAN THE REQUIRED CLEARANCE
103	121	0	2310138C1	HAND OR SAFETY RAILING IMPROPERLY APPLIED OR REPAIRED
11	11	0	2310138B2	HAND OR SAFETY RAILING LESS THAN REQUIRED DIMENSIONS
124	143	2	2310138B1	HAND OR SAFETY RAILING BENT
834	870	2	2310138A3	HAND OR SAFETY RAILING LOOSE EXCEPT BY DESIGN
158	178	15	2310138A2	HAND OR SAFETY RAILING BROKEN
332	381	4	2310138A1	HAND OR SAFETY RAILING MISSING
14	15	1	2310136D4	VERTICAL HANDHOLD IMPROPERLY LOCATED
192	221	0	2310136D3	VERTICAL HANDHOLD HAS INSUFFICIENT CLEARANCE
77	193	1	2310136D2	VERTICAL HANDHOLD AND/OR BRACKETS IMPROPERLY APPLIED OR NOT MECHANICALLY FASTENED
114	331	0	2310136D1	VERTICAL HANDHOLD NOT PAINTED CONTRASTING COLOR
401	680	13	2310136C5	BOTTOM LADDER TREAD / HANDHOLD WITHOUT FOOTGUARDS
786	1,114	13	2310136C4	LADDER TREAD OR HANDHOLD OBSTRUCTED
398	559	1	2310136C3	LADDER TREAD OR HANDHOLD IMPROPERLY LOCATED
8,397	9,424	66	2310136C2	LADDER TREAD OR HANDHOLD HAVING LESS THAN THE REQUIRED CLEARANCE
614	990	8	2310136C1	LADDER TREAD / HANDHOLD AND/OR BRACKETS IMPROPERLY APPLIED OR NOT MECHANICALLY FASTENED
264	319	1	2310136B2	LADDER TREAD OR HANDHOLD LESS THAN THE REQUIRED DIMENSIONS
3,406	3,680	24	2310136B1	LADDER TREAD OR HANDHOLD BENT TO THE EXTENT THAT IT MAY BE UNSAFE
4,192	4,591	26	2310136A3	LADDER TREAD OR HANDHOLD LOOSE EXCEPT BY DESIGN

726	763	89	2310136A2	LADDER TREAD OR HANDHOLD BROKEN
355	558	59	2310136A1	LADDER TREAD OR HANDHOLDS MISSING
7	7	0	2310134D1	END LADDER CLEARANCE / VERTICAL PLANE DEFECTIVE (EXPLAIN)
39	51	0	2310134C2	LADDER HAVING INSUFFICIENT CLEARANCE OR IMPROPERLY LOCATED
125	189	2	2310134C1	LADDER AND/OR BRACKETS IMPROPERLY APPLIED OR NOT MECHANICALLY FASTENED
8	16	0	2310134B2	LADDER HAVING WRONG DIMENSIONS
548	609	2	2310134B1	LADDER BENT
918	998	10	2310134A3	LADDER LOOSE
222	234	10	2310134A2	LADDER BROKEN
8	9	0	2310134A1	LADDER MISSING
1	2	0	2310132B3	SIDE DOOR STEP AND/OR BRACKETS IMPROPERLY APPLIED OR NOT MECHANICALLY FASTENED
4	4	0	2310132B1	SIDE DOOR STEP BENT
3	3	0	2310132A3	SIDE DOOR STEP LOOSE
123	201	0	2310130B4	SILL STEP, ADDITIONAL TREAD AND/OR BRACKETS IMPROPERLY APPLIED OR NOT MECHANICALLY FASTENED
9	15	0	2310130B3	SILL STEP EXCEEDING 18 INCHES IN DEPTH NOT LATERALLY BRACED
243	308	1	2310130B2	SILL STEP OR ADDITIONAL TREAD, HAVING WRONG DIMENSIONS OR IMPROPERLY LOCATED
1,848	1,975	14	2310130B1	SILL STEP OR ADDITIONAL TREAD, BENT
2,753	2,924	14	2310130A3	SILL STEP OR ADDITIONAL TREAD, LOOSE
236	238	31	2310130A2	SILL STEP OR ADDITIONAL TREAD, BROKEN
36	45	6	2310130A1	SILL STEP OR ADDITIONAL TREAD, MISSING
39	81	0	2310128D3	NON-ILLUMINATED STEP NOT PAINTED CONTRASTING COLOR
123	165	0	2310128D2	SWITCHING STEP NOT ILLUMINATED WHEN REQUIRED
12	19	0	2310128D1	SWITCHING STEP BACK STOP OR KICK PLATE MISSING
43	46	1	2310128C2	PLATFORM OR SWITCHING STEP OBSTRUCTED
25	30	4	2310128C1	PLATFORM OR SWITCHING STEP IMPROPERLY APPLIED OR REPAIRED
101	179	8	2310128B2	PLATFORM OR SWITCHING STEP DOES NOT MEET THE REQUIRED LOCATION OR DIMENSIONS
61	68	1	2310128B1	PLATFORM OR SWITCHING STEP BENT
124	140	0	2310128A3	PLATFORM OR SWITCHING STEP LOOSE
201	230	1	2310128A2	PLATFORM OR SWITCHING STEP BROKEN OR DECAYED
7	8	1	2310128A1	PLATFORM OR SWITCHING STEP MISSING
225	272	0	2310126C4	END PLATFORM OBSTRUCTED
19	21	0	2310126C3	END PLATFORM IMPROPERLY LOCATED
3	3	0	2310126C2	END PLATFORM WITH LESS THAN REQUIRED CLEAR TO VERT PLN THRU INSIDE KNUCKLE FACE
294	639	1	2310126C1	END PLATFORM AND/OR BRACKETS IMPROPERLY APPLIED OR NOT MECHANICALLY FASTENED
24	27	0	2310126B2	END PLATFORM OR BRACES HAVING WRONG DIMENSIONS
372	389	2	2310126B1	END PLATFORM OR BRACE BENT
476	495	1	2310126A3	END PLATFORM LOOSE
1,118	1,193	6	2310126A2	END PLATFORM BROKEN OR DECAYED
16	19	0	2310126A1	END PLATFORM MISSING OR PART MISSING EXCEPT BY DESIGN
10	13	0	2310124C5	FAILURE TO STENCIL OR PAINT CAR WITH CONTRASTING REFLECTORIZED OR ANTI-SKID

				PAINT WHEN REQUIRED (EXPLAIN)
36	40	0	2310124C4	RUNNING BOARD EXTENSION NOT PROPERLY BRACED WHEN REQUIRED
2	2	0	2310124C3	END OF RUNNING BOARD LESS THAN 6" OR MORE THAN 10" FROM VERTICAL PLANE OF INSIDE FACE OF KNUCKLE FOR CARS BUILT UNDER 231.1 / AND END OF RUNNING BOARD
208	213	0	2310124C2	RUNNING BOARD OBSTRUCTED
11	12	0	2310124C1	RUNNING BOARD IMPROPERLY APPLIED OR REPAIRED
2	2	0	2310124B2	RUNNING BOARD LESS THAN REQUIRED DIMENSIONS
114	117	0	2310124B1	RUNNING BOARD BENT TO THE EXTENT THAT IT IS UNSAFE
146	153	1	2310124A3	RUNNING BOARD LOOSE PRESENTS A TRIPPING HAZARD OR OTHER UNSAFE CONDITION
272	308	1	2310124A2	RUNNING BOARD BROKEN OR DECAYED
21	24	5	2310124A1	RUNNING BOARD MISSING OR PART MISSING EXCEPT BY DESIGN
152	152	1	2310120C4	BRAKE STEP OBSTRUCTED OR OTHERWISE UNSAFE
73	74	3	2310120C3	BRAKE STEP HAS INSUFFICIENT CLEARANCE TO VERTICAL PLANE THROUGH INSIDE FACE OF KNUCKLE
6	6	0	2310120C2	BRAKE STEP IMPROPERLY LOCATED
74	138	0	2310120C1	BRAKE STEP AND/OR BRACKETS IMPROPERLY APPLIED OR NOT MECHANICALLY FASTENED
35	35	0	2310120B2	BRAKE STEP OR WRONG DIMENSIONS
393	397	3	2310120B1	BRAKE STEP OR BRACE BENT
433	440	2	2310120A3	BRAKE STEP OR BRACE LOOSE
298	301	4	2310120A2	BRAKE STEP OR BRACE BROKEN OR DECAYED
3	3	1	2310120A1	BRAKE STEP MISSING EXCEPT BY DESIGN
6	6	0	2310118B1	RATCHET OR PAWL BENT TO EXTENT IT MAY NOT HOLD AS INTENDED
1	1	0	2310118A3	RATCHET OR PAWL LOOSE TO EXTENT IT MAY NOT HOLD AS INTENDED
1	1	0	2310118A2	RATCHET OR PAWL BROKEN
5	5	0	2310114B4	HAND BRAKE WHEEL OR LEVER WRONG DIMENSIONS
227	230	1	2310114B3	HAND BRAKE WHEEL/LEVER CLEARANCE INSUFFICIENT TO VERTICAL PLANE THROUGH INSIDE FACE OF KNUCKLE
1,153	1,157	4	2310114B2	HAND BRAKE WHEEL OR LEVER HAS INSUFFICIENT CLEARANCE AROUND RIM OR HANDLE
17	17	0	2310114B1	HAND BRAKE WHEEL OR LEVER IMPROPERLY APPLIED
157	158	0	2310114A3	HAND BRAKE WHEEL OR LEVER LOOSE (SECUREMENT)
16	16	0	2310114A2	HAND BRAKE WHEEL OR LEVER BROKEN
6	6	0	2310114A1	HAND BRAKE WHEEL OR LEVER MISSING
148	150	0	2310110C3	HAND BRAKE BELL CRANK DEFECTIVE
49	49	2	2310110C2	HAND BRAKE CHAIN DISCONNECTED, BROKEN OR MISSING
309	310	0	2310110C1	HAND BRAKE CHAIN IMPROPERLY APPLIED, WRONG DIMENSION OR WORN
42	42	2	2310110B7	HAND BRAKE SHAFT RETAINER MISSING
123	123	1	2310110B6	HAND BRAKE SHAFT NOT RETAINED IN OPERATING POSITION
3	3	0	2310110B5	HAND BRAKE SHAFT WELDED OR WRONG DIMENSION
22	25	0	2310110B4	HAND BRAKE INCORRECTLY LOCATED
98	98	0	2310110B3	HAND BRAKE AND/OR BRACKETS IMPROPERLY APPLIED OR NOT MECHANICALLY FASTENED
217	218	13	2310110B2	HAND BRAKE INEFFECTIVE
229	230	19	2310110B1	HAND BRAKE INOPERATIVE
229	236	0	2310110A3	HAND BRAKE OR HAND BRAKE PART LOOSE
68	70	4	2310110A2	HAND BRAKE OR HAND BRAKE PART BROKEN
102	165	3	2310110A1	HAND BRAKE OR HAND BRAKE PART MISSING

1	1	0	2300115A1	TENDER WATER TANK LEAKING OR NOT SUITABLE CONDITION FOR SERVICE
1	1	0	2300113A1	FAILURE TO REPAIR OR REMOVE FROM SERVICE, DEFECTIVE STEAM LOCOMOTIVE OR TENDER WHEEL
1	1	0	2300111B4	STEAM LOCOMOTIVE HAS BROKEN DRIVING BOX SPRING SADDLE, EQUALIZER, HANGER, GIB OR BOLT
1	1	0	2300111A1	STEAM LOCOMOTIVE SPRING AND EQUALIZERS NOT LEVEL
1	1	0	2300102F1	TENDER TRUCK PLAIN BEARING WEDGE MISSING, CRACKED, BROKEN OR NOT IN DESIGNED POSITION
2	2	0	2300102E1	TENDER TRUCK PLAIN BEARING, MISSING, CRACKED, BROKEN, PIECES MISSING, LOOSE, NOT IN DESIGNED POSITION OR OVERHEATED
1	1	0	2300096C1	ROD BEARING OR BUSHING SLIPPING/TURNING IN ROD
2	2	0	2300096A1	MAIN, SIDE OR VALVE RODS CRACKED OR OTHERWISE DEFECTIVE
2	2	0	2300088A1	THROTTLE LEVER NOT IN SAFE AND SUITABLE CONDITION FOR SERVICE
1	1	0	2300087A1	CAB LIGHT(S) INOPERATIVE
1	1	0	2300086A1	HEADLIGHT INOPERATIVE
1	1	0	2300080A2	CAB WINDOWS DEFECTIVE TO EXTENT THAT TRAIN CREWS VISION OF RIGHT-OF-WAY IS DISTORTED
1	1	0	2300077B1	FOUNDATION BRAKE GEAR LESS THAN 2 FROM THE TOP OF THE RAIL
1	1	0	2300077A1	FOUNDATION BRAKE GEAR NOT MAINTAINED IN SAFE AND SUITABLE CONDITION FOR SERVICE
2	2	0	2300076A2	PISTON TRAVEL EXCESSIVE
2	2	0	2300075A1	FAILURE TO STENCIL, TAG OR DISPLAY REQUIRED INFORMATION RELATIVE TO BRAKE VALVE CLEANING AND TEST
2	2	0	2300073A1	AIR GAUGES IMPROPERLY LOCATED
1	1	0	2300071B2	COMPRESSOR DOES NOT OPERATE AT REQUIRED CAPACITY
2	2	1	2300071A1	COMPRESSOR ORIFICE TEST NOT PERFORMED WHEN REQUIRED
3	3	0	2300070B1	EMERGENCY BRAKE VALVE MISSING, NON-FUNCTIONAL OR NOT CLEARLY MARKED
2	2	0	2300068A1	FAILURE TO EQUIP STEAM LOCOMOTIVE OPERATING THE GENERAL RAILROAD SYSTEM WITH SPEED INDICATOR WHEN OPERATING SPEEDS EXCEED 20 MPH
3	6	0	2300067A1	FAILURE OF OWNER AND/OR OPERATOR TO ENSURE THAT STEAM LOCOMOTIVE AND TENDER UNDER THEIR CONTROL IS IN SAFE AND SUITABLE CONDITION FOR SERVICE
3	3	0	2300065A1	STEAM LEAKS FROM STEAM LOCOMOTIVE BOILER AND ITS APPURTENANCES OBSCURING THE ENGINE CREWS VISION
2	4	0	2300064A1	FAILURE OF OWNER AND/OR OPERATOR TO REMOVE FROM SERVICE, STEAM LOCOMOTIVE BOILER LEAKING UNDER LAGGING WHICH MAY REDUCE SAFETY
1	1	0	2300063A1	FAILURE TO PROPERLY INSPECT SMOKE BOX, STEAM PIPES AND PRESSURE PARTS WHEN REQUIRED
1	1	0	2300062A1	FAILURE TO PROPERLY INSPECT AND/OR REPAIR OR REPLACE DRY PIPES SUBJECT TO PRESSURE
1	1	0	2300061A1	FAILURE TO MECHANICALLY CLEAN AND INSPECT, ARCH TUBES AND WATER BAR TUBES EACH TIME BOILER IS WASHED
3	3	0	2300060C1	FAILURE TO MAINTAIN OR EXAMINE ALL WASHOUTS PLUGS, THREADS, SLEEVES AND OPENINGS
1	1	0	2300060A1	FAILURE TO THOROUGHLY WASH BOILER WHEN REQUIRED
3	3	0	2300057B1	FAILURE TO PROPERLY TEST AND/OR MAINTAIN INJECTORS, FEEDWATER PUMPS, BOILER CHECKS, DELIVERY PIPES, FEED WATER PIPES, TANKS HOSES AND TANK VALVES
1	1	0	2300056A1	FAILURE TO EQUIP WATER GLASS WITH SUITABLE LAMP
1	1	0	2300054A1	FAILURE TO PROPERLY TEST WATER GLASSES AND/OR GAUGE COCKS WHEN REQUIRED
1	1	0	2300049D1	FAILURE TO IDENTIFY LOWEST SAFETY VALVE SETTING ON STEAM GAUGE
2	2	0	2300047A1	STEAM LOCOMOTIVE BOILER NUMBER NOT STAMPED ON STEAM DOME

3	3	0	2300046A1	STEAM LOCOMOTIVE BADGE PLATE MISSING OR DOES NOT CONTAIN THE REQUIRED INFORMATION
1	3	0	2300039D1	STAYBOLT WITH TELLTALE HOLE PLUGGED IMPROPERLY, WELDED, FORGED OR RIVETED OVER
9	24	0	2300039C1	STAYBOLT WITH TELLTALE HOLE PLUGGED, LEAKING OR MISSING AND NOT COUNTED AS BROKEN
3	6	0	2300039A1	STEAM LOCOMOTIVE BOILER IN SERVICE WITH EXCESS NUMBER OF BROKEN STAYBOLTS
2	6	0	2300038B2	TELLTALE HOLES NOT KEPT OPEN WHEN REQUIRED
2	2	0	2300036A3	HYDROSTATIC TEST IMPROPER
1	1	0	2300034A2	FAILURE OF OWNER AND/OR OPERATOR TO PERFORM RIVETED ALTERATIONS ON UNSTAYED PORTIONS OF BOILER IN ACCORDANCE WITH AN ACCEPTED AND ESTABLISHED RAILROAD
1	1	0	2300033D2	CRACKS IN FRONT OR REAR TUBE SHEET
2	2	0	2300033D1	CRACKS IN FIRE BOX SIDE SHEET(S), DOOR SHEET, OR CROWN SHEET
2	2	0	2300032A2	FAILURE TO PERFORM INTERIOR BOILER INSPECTION DURING ANNUAL INSPECTION OR ANY HYDRO-STATIC TEST PERFORMED ABOVE MAWP
1	1	0	2300031A2	FAILURE TO ENTER OR THOROUGHLY INSPECT AND CLEAN INTERIOR OF BOILER
1	1	0	2300029A1	FAILURE OF OWNER AND/OR OPERATOR TO INSPECT AND REPAIR STEAM LOCOMOTIVE WHEN REQUIRED
2	2	0	2300017A1	1,472 SERVICE DAY INSPECTION OVERDUE
2	2	0	2300016C2	ANNUAL INSPECTION REPORT NOT PROPERLY COMPLETED
2	2	0	2300016A4	FAILURE TO INSPECT, TEST OR SERVICE ALL ITEMS REQUIRED DURING ANNUAL INSPECTION
1	1	0	2300014C3	THIRTY-ONE SERVICE DAY INSPECTION REPORT NOT FILED WITH FRA AND/OR WHERE THE STEAM LOCOMOTIVE IS MAINTAINED
1	1	0	2300013C3	DEFECTS NOT RECORDED ON DAILY INSPECTION REPORT
1	1	0	2300013C2	DAILY INSPECTION REPORT NOT PROPERLY COMPLETED OR REQUIRED INFORMATION MISSING
9	9	0	2290139C1	SANITATION COMPARTMENT OF ANY OCCUPIED LOCOMOTIVE USED IN SWITCHING OR TRANSFER SERVICE NOT SANITARY
98	99	2	2290139B1	MECHANICAL COMPONENTS AND OTHER SYSTEMS REQUIRED FOR THE PROPER OPERATION OF THE SANITATION COMPARTMENT DO NOT OPERATE AS INTENDED (EXPLAIN)
20	20	0	2290139A1	LEAD LOCOMOTIVE OCCUPIED AND NOT SANITARY
2	2	0	2290137K1	FAILURE TO UTILIZE POTABLE WATER WHEN WASHING SYSTEM INCLUDES THE USE OF WATER
11	11	0	2290137I1	FAILURE TO RETAIN AND MAINTAIN TOILET FACILITY WHEN REQUIRED
1	1	0	2290137H2	FAILURE TO REPAIR LOCOMOTIVE WITH A DEFECTIVE SANITATION COMPARTMENT MODESTY LOCK ON OR BEFORE THE NEXT SCHEDULED 92 DAY INSPECTION
2	2	0	2290137F1	FAILURE TO EQUIP LEAD LOCOMOTIVE WITH TOILET PAPER, WASHING SYSTEM OR TRASH RECEPTACLE PRIOR TO DEPARTURE FOLLOWING A DAILY LOCOMOTIVE INSPECTION
3	3	0	2290137E1	FAILURE TO MEET CONDITIONS OF EXCEPTION FOR LOCOMOTIVES IN SWITCHING/TRANSFER SERVICE WITH DEFECTIVE AND/OR UNSANITARY TOILET FACILITY
65	66	0	2290137D1	FAILURE TO MEET CONDITIONS OF EXCEPTION FOR TRAILING LOCOMOTIVE WITH DEFECTIVE AND/OR UNSANITARY TOILET FACILITY
30	30	1	2290137C2	FAILURE TO MEET CONDITIONS OF EXCEPTION FOR LEAD LOCOMOTIVE WITH DEFECTIVE AND/OR UNSANITARY TOILET FACILITY
322	329	3	2290137C1	DEFECTIVE AND/OR UNSANITARY TOILET FACILITY IN LEAD LOCOMOTIVE
26	26	0	2290137B7	TOILET FACILITY DOES NOT COMPLY WITH THE REQUIREMENTS OF THIS PART
2	2	0	2290137B4	FAILURE TO MEET SANITATION COMPARTMENT CONDITIONS OF EXCEPTION FOR LOCOMOTIVES OPERATING ON CLASS III RAILROADS
				FAILURE TO MEET SANITATION COMPARTMENT CONDITIONS OF EXCEPTION FOR

2	2	0	2290137B3	LOCOMOTIVES IN TRANSFER SERVICE
15	15	0	2290137B2	FAILURE TO MEET SANITATION COMPARTMENT CONDITIONS OF EXCEPTION FOR LOCOMOTIVES OPERATING IN SWITCHING SERVICE SERVICE
1	1	0	2290137B1	FAILURE TO MEET SANITATION COMPARTMENT CONDITIONS OF EXCEPTION FOR LOCOMOTIVES OPERATING IN COMMUTER SERVICE
8	8	0	2290137A9	PORTABLE TRASH RECEPTACLE NOT PROVIDED
19	19	0	2290137A8	TOILET PAPER NOT PROVIDED OR NOT PROVIDED IN SUFFICIENT QUANTITY
1	1	0	2290137A7	LEAD LOCOMOTIVE CAB NOT EQUIPPED WITH WASHING SYSTEM WHEN REQUIRED
2	2	0	2290137A6	LEAD LOCOMOTIVE CAB NOT EQUIPPED WITH TOILET FACILITY WHEN REQUIRED
176	176	0	2290137A5	SANITATION COMPARTMENT DOOR MODESTY LOCK MISSING OR DEFECTIVE
14	14	0	2290137A4	SANITATION COMPARTMENT DOOR DOESN'T CLOSE
2	2	0	2290137A3	SANITATION COMPARTMENT DOOR MISSING
25	25	0	2290137A2	SANITATION COMPARTMENT NOT ADEQUATELY VENTILATED
17	17	0	2290137A1	COMPLETE FAILURE TO PROVIDE SANITATION COMPARTMENT FACILITIES IN LEAD LOCOMOTIVE CAB
1	1	0	2290135C3	FAILURE TO RECORD DATE EVENT RECORDER REMOVED FROM SERVICE ON F6180.49A REMARKS SECTION WHERE REQUIRED
1	1	0	2290135B1A	2290135B1A
8	8	0	2290135A2	FAILURE TO NOTE PRESENCE OF EVENT RECORDER ON F6180.49A REMARKS SECTION WHERE REQUIRED
1	1	0	2290135A1	FAILURE TO EQUIP LEAD LOCOMOTIVE WITH IN-SERVICE EVENT RECORDER WHEN REQUIRED
43	44	0	2290131E1	SANDERS INSECURE
390	427	4	2290131D1	SANDERS CREATE A PERSONAL INJURY HAZARD
110	139	0	2290131C1	SANDERS NOT LINE TO RAIL
872	1,510	21	2290131B1	SANDERS INOPERATIVE
11	16	4	2290131A1	SANDERS MISSING
27	29	0	2290129B2	AUDIBLE WARNING DEVICE MISSING, INOPERATIVE, OR INADEQUATE
1	1	0	2290129A3	AUDIBLE WARNING DEVICE ON LEAD LOCOMOTIVE CANNOT BE CONVENIENTLY OPERATED BY THE ENGINEER
3	4	2	2290129A2	LEAD LOCOMOTIVE FAILS TO CONFORM WITH MINIMUM/MAXIMUM SOUND LEVEL IN DIRECTION OF MOVEMENT
12	13	0	2290127B3	PASSAGEWAYS/COMPARTMENTS LIGHTS INADEQUATE
14	18	3	2290127B2	PASSAGEWAYS/COMPARTMENTS LIGHTS MISSING
429	544	5	2290127B1	PASSAGEWAYS/COMPARTMENTS LIGHTS INOPERATIVE
27	28	0	2290127A5	CAB LIGHTS DEFECTIVE
3	3	0	2290127A4	CAB LIGHTS IMPROPERLY POSITIONED
4	4	0	2290127A3	CAB LIGHTS INADEQUATE
135	153	4	2290127A1	CAB LIGHTS INOPERATIVE
2	2	0	2290125D5	FAILURE TO ABIDE BY MOVEMENT REQUIREMENTS FOR DEFECTIVE AUXILIARY LIGHTS
1	1	0	2290125D4	DEACTIVATION/ACTIVATION CAPABILITY NOT AVAILABLE ON AUTOMATICALLY ACTIVATED AUXILIARY LIGHT DEVICES
96	103	2	2290125D2	AUXILIARY LIGHTS NOT INSTALLED, MAINTAINED AND/OR OPERATED AS REQUIRED
2	2	0	2290125D1	LOCOMOTIVE NOT EQUIPPED WITH AUXILIARY LIGHTS WHEN REQUIRED (EFFECTIVE DECEMBER 31, 1997)
8	8	0	2290125C1	YARD LOCOMOTIVE HEADLIGHT DIMMER DEVICE IS NON-FUNCTIONAL
2	2	0	2290125B2	YARD LOCOMOTIVE HEADLIGHT MISSING

38	41	0	2290125B1	YARD LOCOMOTIVE HEADLIGHT INOPERATIVE
12	13	0	2290125A3	ROAD LOCOMOTIVE HEADLIGHT INADEQUATE
2	2	1	2290125A2	ROAD LOCOMOTIVE HEADLIGHT MISSING
56	63	0	2290125A1	ROAD LOCOMOTIVE HEADLIGHT INOPERATIVE
98	116	0	2290123E1	PILOT, SNOWPLOW, END PLATE INSECURE
145	172	5	2290123D1	PILOT, SNOWPLOW, END PLATE HAVING LESS THAN 3" OR MORE THAN 6" CLEARANCE ATR
1	1	0	2290123C1	LOCOMOTIVE NOT EQUIPPED WITH END PLATE WHEN REQUIRED
1	1	0	2290123B1	LOCOMOTIVE NOT EQUIPPED WITH SNOWPLOW WHEN REQUIRED
1	1	0	2290123A1	LOCOMOTIVE NOT EQUIPPED WITH PILOT WHEN REQUIRED
54	56	0	2290119F1	FUSEE/TORPEDO CONTAINER MISSING/IMPROPER
928	1,016	1	2290119E1	CONTINUOUS BARRIER MISSING/IMPROPER
3	3	0	2290119D2	CAB TEMPERATURE IMPROPER
3,355	3,681	80	2290119C1	PASSAGEWAYS AND COMPARTMENTS, FLOORS HAZARDOUS
345	440	2	2290119B1	CAB WINDOWS DEFECTIVE
135	137	4	2290119A2	DOOR LATCH MISSING OR DEFECTIVE
277	322	2	2290119A1	CAB SEAT MISSING OR DEFECTIVE
3	3	0	2290117B1	SPEED INDICATOR NOT TESTED AFTER DEPARTURE AS REQUIRED
5	5	0	2290117A3	SPEED INDICATORS NOT READABLE FROM ENGINEERS NORMAL POSITION
10	10	2	2290117A2	SPEED INDICATORS INOPERATIVE/OTHERWISE DEFECTIVE
1	1	0	2290115B3	WHEEL SLIP/SLIDE DEVICE IMPROPER
4	4	0	2290115B2	WHEEL SLIP/SLIDE DEVICE INOPERATIVE
1	1	1	2290115B1	WHEEL SLIP/SLIDE DEVICE NON-EQUIPPED
3	3	0	2290115A2	WHEEL SLIP/SLIDE ALARM INOPERATIVE
3	3	1	2290101C1	ENGINE WHEEL SLIP/SLIDE IMPROPER WHEN REQUIRED
4	4	0	2290101A2	ENGINE ALARMS GAGES/SWITCHES/CONTROLS DEFECTIVE
33	33	0	2290101A1	ENGINE ALARMS GAGES/SWITCHES/CONTROLS INOPERATIVE
2	2	0	2290097A1	FUEL TANK NOT PROPERLY GROUNDED
19	31	0	2290093C2	FUEL LINE SAFETY CUT-OFF DEVICE INOPERATIVE
96	116	0	2290093C1	FUEL LINE SAFETY CUT-OFF DEVICE IMPROPERLY MARKED
1	1	0	2290093B2	FUEL LINE SAFETY CUT-OFF DEVICE CANNOT BE RESET WITHOUT HAZARD
1	1	0	2290093A1	FUEL LINE SAFETY CUT-OFF DEVICE IMPROPERLY LOCATED
198	208	11	2290091E1	MOTORS/ GENERATORS HAVE AN ACCUMULATION OF OIL
1	1	0	2290091B1	MOTORS/GENERATORS THROW SOLDER EXCESSIVELY
8	8	0	2290091A1	MOTORS/GENERATORS SHORTED OR GROUNDED
25	25	0	2290089B3	BROKEN OR PROTRUDING STRANDS OF WIRE ON CABLE OR JUMPER
23	24	0	2290089B2	BROKEN PLUGS, RECEPTACLES OR TERMINALS ON CABLE JUMPER
67	71	0	2290089B1	CABLE BROKEN OR BADLY CHAFED INSULATION
425	440	3	2290089A1	JUMPERS AND CABLES IMPROPERLY LOCATED OR GUARDED
4	4	0	2290087C1	HAND-OPERATED SWITCHES IMPROPERLY MARKED
2	2	0	2290087A1	HAND-OPERATED SWITCHES IMPROPERLY COVERED
264	422	2	2290085A1	HIGH-VOLTAGE EQUIPMENT DOOR AND COVER PLATES NOT PROPERLY MARKED 'DANGER'
46	51	1	2290083A1	UNGUARDED NON-CURRENT-CARRYING METAL PARTS IMPROPERLY GROUNDED OR INSULATED
2	4	0	2290081B1	THIRD-RAIL SHOE INSULATING DEVICE MISSING OR DEFECTIVE

17	37	0	2290075K3	WHEEL RIM WITH CRACK OR BREAK
124	322	36	2290075K2	WHEEL TREAD WITH CRACK OR BREAK
1	2	0	2290075K1	WHEEL FLANGE WITH CRACK OR BREAK
1	2	0	2290075J3	RIM THICKNESS LESS THAN 3/4" IN ROAD SERVICE
2	2	0	2290075J2	RIM THICKNESS LESS THAN 15/16" IN ROAD SERVICE
12	27	9	2290075H1	FLANGE IS 1 1/2" OR MORE FROM THE TREAD TO TOP OF FLANGE
1	1	0	2290075G1	ROAD LOCOMOTIVE WITH TREAD WORN HOLLOW WHEEL 5/16" OR MORE
15	17	4	2290075F1	WHEEL FLANGE 7/8" OR LESS AT 3/8" ABOVE THE TREAD
1	1	0	2290075D3	WHEEL HAS SINGLE SHELLED-OUT SPOT 3" OR MORE IN LENGTH
1	1	0	2290075D2	WHEEL HAS 2 ADJOINING SHELLED-OUT SPOTS EACH IS 2" OR MORE IN LENGTH
2	2	0	2290075D1	WHEEL HAS SHELLED-OUT SPOT 2 1/2" OR MORE IN LENGTH
1	1	0	2290075C1	WHEEL HAS BROKEN RIM WITH TREAD LESS THAN 3 3/4" WIDE
1	1	0	2290075B3	WHEEL HAS CHIP/GOUGE IN FLANGE 1 3/4" IN LENGTH AND 3/4" OR MORE IN WIDTH
2	2	0	2290075B1	WHEEL HAS CHIP/GOUGE IN FLANGE 1 1/2" IN LENGTH AND 1/2" OR MORE IN WIDTH
2	2	1	2290075A3	WHEEL HAS A SINGLE SPOT 3" OR MORE IN LENGTH
9	14	7	2290075A1	WHEEL SLID FLAT SPOT 2 1/2" OR MORE IN LENGTH
7	7	1	2290073B2	WHEEL SETS DIAMETER OVER 1 1/4" VARIATION BETWEEN ANY 2 WHEELS OF 3 AXLE TRUCK
7	8	0	2290073B1	WHEEL SETS DIAMETER OVER 3/4" VARIATION BETWEEN ANY 2 WHEELS OF 3 AXLE TRUCK
21	21	0	2290071A1	CLEARANCE ABOVE TOP OR RAIL LESS THAN 2 1/2"
4	4	0	2290069B3	SIDE BEARINGS OTHERWISE DEFECTIVE
19	20	9	2290069B2	SIDE BEARINGS CLEARANCE EXCESSIVE
26	28	3	2290069B1	SIDE BEARINGS IN CONTACT
23	25	0	2290067C5	TRUCK COMPONENTS - OTHER (EXPLAIN)
7	15	0	2290067C4	TRUCK COMPONENTS MISSING
14	15	0	2290067C3	TRUCK COMPONENTS BROKEN
5	5	0	2290067C2	TRUCK COMPONENTS CRACKED
65	73	0	2290067C1	TRUCK COMPONENTS LOOSE
14	17	0	2290067B1	TRUCK SAFETY SECUREMENT NOT SATISFACTORY
3	3	0	2290067A1	TRUCK CENTER PLATE LOST MOTION
56	64	1	2290065C4	SHOCK ABSORBER INOPERATIVE/LEAKING
22	23	4	2290065C3	SHOCK ABSORBER BROKEN
166	177	3	2290065C1	SHOCK ABSORBER LOOSE
17	17	3	2290065B5	COIL SPRING BROKEN
5	6	0	2290065B4	COIL SPRING DEFECTIVE
5	6	0	2290065B2	ELLIPTICAL SPRING BROKEN
6	7	1	2290065B1	ELLIPTICAL SPRING DEFECTIVE
1	2	0	2290065A2	SAFETY HANGERS CRACKED
6	8	0	2290065A1	SAFETY HANGERS LOOSE
3	6	0	2290064C1	PLAIN BEARING OTHER
3	10	0	2290064A1	PLAIN BEARINGS NO OIL
1	1	0	2290063A3	LATERAL MOTION MU LOCOMOTIVES 1" OR MORE
2	2	0	2290063A2	LATERAL MOTION POWERED AXLES 3/4" OR MORE
3	3	0	2290061B5	DRAFT GEAR PIN RETAINER BROKEN/MISSING

1	1	0	2290061B4	BROKEN DRAFT GEAR
23	24	0	2290061B2	BROKEN OR CRACKED COUPLER CARRIER
8	9	0	2290061B1	DRAFT SYSTEM FREE SLACK EXCEEDS 1/2"
142	152	4	2290061A6	COUPLER WITH NO ANTI-CREEP PROTECTION
13	13	0	2290061A5	COUPLER BROKEN
11	11	1	2290061A4	COUPLER CRACKED OUTSIDE SHADED AREA
40	43	1	2290061A3	CONTOUR EXCEEDS 5 5/16" ON D AND E COUPLERS OR PRESCRIBED CONTOURS FOR OTHER TYPE COUPLERS (EXPLAIN)
65	66	0	2290061A2	CONTOUR EXCEEDS 5 1/8" ON STANDARD COUPLERS
149	154	1	2290061A1	DEFECTIVE COUPLER
47	48	1	2290059E1	AIR BRAKE SYSTEM LEAKAGE OTHER
2	2	0	2290059D1	AIR BRAKE SYSTEM LEAKAGE CONTRDL AIR RESERVOIR
31	31	2	2290059C1	AIR BRAKE SYSTEM LEAKAGE BRAKE CYLINDERS
46	50	2	2290059B1	AIR BRAKE SYSTEM LEAKAGE BRAKE PIPE
41	42	0	2290059A1	AIR BRAKE SYSTEM LEAKAGE MAIN AIR RESERVOIR AND RELATED PIPING
600	937	16	2290057G1	FOUNDATION BRAKE GEAR OTHER/NOT ALIGNED TO WHEEL TREAD
21	22	1	2290057F1	FOUNDATION BRAKE GEAR IMPROPERLY APPLIED
103	144	0	2290057E1	FOUNDATION BRAKE GEAR INSECURE
46	57	0	2290057D1	FOUNDATION BRAKE GEAR WORN MORE THAN 30 PERCENT
18	35	1	2290057C1	FOUNDATION BRAKE GEAR MISSING
15	16	1	2290057B1	FOUNDATION BRAKE GEAR BROKEN
1	1	0	2290057A1	FOUNDATION BRAKE GEAR CRACKED
2	2	0	2290055A3	BRAKE CYLINDER PRESSURE IMPROPER
527	818	83	2290055A2	PISTON TRAVEL EXCESSIVE
7	7	1	2290055A1	BRAKE SHOE WILL NOT CLEAR WHEEL RELEASED
37	41	0	2290053D1	BRAKE GAUGES OTHER
66	66	2	2290053C1	BRAKE GAUGES DEFECTIVE
1	1	0	2290051A2	ALUMINUM MAIN RESERVOIRS DEFECTIVE
39	41	0	2290049B2	AIR COMPRESSOR GOVERNOR OTHER
38	39	2	2290049B1	AIR COMPRESSOR GOVERNOR DEFECTIVE
2	3	0	2290049A4	CONTROL AIR SYSTEM IMPROPERLY APPLIED
12	12	0	2290049A3	CONTROL AIR SYSTEM MISSING OR DEFECTIVE
49	49	2	2290049A2	MAIN RESERVOIR SAFETY VALVE DEFECTIVE
1	1	0	2290049A1	MAIN RESERVOIR SAFETY VALVE MISSING
3	3	0	2290047B4	EMERGENCY BRAKE VALVE IMPROPERLY STENCILED OR MARKED ON MU EQUIPMENT
45	45	0	2290047A4	EMERGENCY BRAKE VALVE IMPROPERLY STENCILED OR MARKED ON ROAD LOCOMOTIVE
3	3	0	2290047A3	EMERGENCY BRAKE VALVE IMPROPERLY POSITIONED ON ROAD LOCOMOTIVE
11	11	0	2290047A2	EMERGENCY BRAKE VALVE DEFECTIVE ON ROAD LOCOMOTIVE
749	910	2	2290046F1	OTHER BRAKE DEFECTS
580	608	0	2290046E1	WATER AND OIL NOT DRAINED FROM AIR BRAKE SYSTEM
6	6	0	2290046D1	DEVICES FOR REGULATING BRAKE PRESSURE DEFECTIVE
7	7	0	2290046C1	INDEPENDENT BRAKE VALVE DEFECTIVE
15	17	1	2290046B1	AUTOMATIC BRAKE VALVE DEFECTIVE
13	13	2	2290046A1	BRAKES INOPERATIVE

37	47	1	2290045F2	SAFETY APPLIANCE BROKEN
88	100	0	2290045F1	SAFETY APPLIANCE BENT
116	160	0	2290045E9	OTHER CRACKED/BROKEN/WORN ETC
16	17	0	2290045E8	FUEL OIL TANKS CRACKED/BROKEN/WORN ETC
24	27	0	2290045E7	TRACTION MOTOR GEAR CASES CRACKED/BROKEN/WORN ETC
1	1	0	2290045E5	PANTOGRAPH SHOES AND HORNS CRACKED/BROKEN/WORN ETC
4	5	0	2290045E3	GEARS CRACKED/BROKEN/WORN ETC
382	497	3	2290045D8	IMPROPER FUNCTIONING OTHER
16	17	0	2290045D6	IMPROPER FUNCTIONING SWITCHES
5	5	0	2290045D5	IMPROPER FUNCTIONING RELAYS
1	1	0	2290045D4	IMPROPER FUNCTIONING CONTRACTORS
12	16	0	2290045D1	IMPROPER FUNCTIONING SLACK ADJUSTERS
300	324	9	2290045C1	EXCESSIVE ACCUMULATION OF OIL ON ELECTRICAL EQUIPMENT
39	39	0	2290045B5	HAZARDOUS LEAKS OTHER
71	72	2	2290045B3	HAZARDOUS LEAKS WATER
1,213	1,386	40	2290045B2	HAZARDOUS LEAKS OIL
374	552	10	2290045B1	HAZARDOUS LEAKS FUEL
2,013	2,486	34	2290045A4	DEFECTIVE/INSECURE OTHER
60	67	2	2290045A3	DEFECTIVE/INSECURE FUEL TANKS
160	167	3	2290045A2	DEFECTIVE/INSECURE TRACTION MOTORS AND MOTOR GEAR CASES
36	46	0	2290045A1	DEFECTIVE/INSECURE THIRD RAIL SHOES OR BEAMS
2	2	0	2290043B1	BATTERIES DEFECTIVE ALLOWING GASES TO ESCAPE
36	36	5	2290043A3	EXHAUST GASES ENTERING CAB OR OTHER COMPARTMENTS
317	360	20	2290043A2	EXHAUST MANIFOLD DEFECTIVE ALLOWING GASES TO ESCAPE
18	18	0	2290043A1	EXHAUST STACKS IMPROPER HEIGHT CAUSING GASES TO BE IMPROPERLY DISPOSED
162	166	0	2290041E1	PERSONAL INJURY PROTECTION DEFECT/NOT PROVIDED, SWITCHES, CIRCUIT BREAKERS, CONTRACTORS, ETC.
306	329	9	2290041D1	PERSONAL INJURY PROTECTION DEFECTIVE/NOT PROVIDED, HIGH-VOLTAGE EQUIPMENT
184	190	13	2290041C1	PERSONAL INJURY PROTECTION DEFECTIVE/NOT PROVIDED, EXPOSED MOVING PARTS OF MACHINERY
136	145	10	2290041B1	PERSONAL INJURY PROTECTION DEFECTIVE/NOT PROVIDED, EXPOSED GEARS AND PINIONS
28	29	2	2290041A1	PERSONAL INJURY PROTECTION DEFECTIVE/NOT PROVIDED, FAN OPENINGS
19	19	0	2290033B1	OUT-OF-USE CREDIT IMPROPERLY RECORDED
8	8	2	2290033A1	OUT-OF-USE CREDIT NOT VALID
1	1	0	2290031B1	MAIN RESERVOIR HAMMER TEST NOT MADE
1	1	0	2290031A2	MAIN RESERVOIR HYDROSTATIC TEST IMPROPER
9	9	0	2290029A4	FAILURE TO PROPERLY RECORD BIENNIAL AIR TEST INSPECTION ON CARRIERS MAINTENANCE FILES
9	9	0	2290029A3	FAILURE TO PROPERLY RECORD BIENNIAL AIR TESTS INSPECTION ON FRA FORM F 6180.49A
8	8	0	2290029A2	FAILURE TO PROPERLY RECORD AIR BRAKE INSPECTION INFORMATION
40	41	6	2290029A1	FAILURE TO CLEAN/REPAIR/TEST AIR SYSTEM AS REQUIRED AT BIENNIAL TEST
10	10	0	2290027B3	LOAD METER TEST DATA NOT ON FORM F6180.49A
1	1	0	2290027B2	LOAD METES IN ERROR IN EXCESS 5% NOT CORRECTED AT ANNUAL TEST
12	12	2	2290027B1	LOAD METERS NOT TESTED AT ANNUAL TEST

9	9	0	2290027A9	FAILURE TO PROPERLY RECORD AIR BRAKE INSPECTION INFORMATION ON AIR RECORD
17	17	3	2290027A8	FAILURE TO RECORD AIR BRAKE INSPECTION INFORMATION ON FORM F6180.49A AT ANNUAL TEST
16	16	3	2290027A7	FAILURE TO PERFORM ALL ANNUAL TESTS LISTED IN CFR 229.027(A2)
20	20	0	2290027A6	FAILURE PROPERLY TO CLEAN, REPAIR OR REPLACE RELATED DIRT COLLECTORS AND FILTERS
1	1	0	2290027A5	FAILURE PROPERLY TO CLEAN, REPAIR OR REPLACE FEED AND REDUCING VALVE PORTION
2	2	1	2290027A4	FAILURE PROPERLY TO CLEAN, REPAIR OR REPLACE MAIN AIR RESERVOIR SAFETY VALVES
5	15	12	2290027A2	FAILURE PROPERLY TO CLEAN, REPAIR OR REPLACE AIR SYSTEM AS REQUIRED DURING ANNUAL TEST
12	12	1	2290027A1	FAILURE TO CLEAN, REPAIR/REPLACE MAIN AIR RESERVOIR FILTER/COLLECT DEVICES ON ANNUAL TEST
12	12	2	2290025E5	FAILURE TO MAINTAIN CURRENT DATA VERIFICATION RECORD WITH LOCOMOTIVE MAINTENANCE RECORDS
9	9	0	2290025E3	FAILURE TO TEST EVENT RECORDER FOR MINIMUM REQUIREMENTS PRIOR TO PERFORMING MAINTENANCE
2	2	0	2290025E2	FAILURE TO MAINTAIN WRITTEN COPY OF EVENT RECORDER INSPECTION, MAINTENANCE AND TESTING PROCEDURES AT POINT WERE WORK IS PERFORMED
8	8	0	2290025E1	EVENT RECORDER NOT INSPECTED, MAINTAINED, TESTED IN ACCORDANCE WITH MANUFACTURER, SUPPLIER OR OWNER INSTRUCTIONS
1	1	0	2290025C1	600 VOLT CABLE CONNECTION OR JUMPER CABLES NOT INSPECTED AT PERIODIC INSPECTION
2	2	0	2290025B2	ELECTRICAL DEVICES DEFECTIVE AT TIME OF PERIODIC INSPECTION
8	8	0	2290025B1	ELECTRICAL INSPECTION NOT MADE AT TIME OF PERIODIC INSPECTION
24	24	0	2290025A1	GAUGES NOT INSPECTED AT TIMES OF PERIODIC INSPECTION
1	1	0	2290023F2	SECONDARY FORM F 6180.49A NOT RETAINED FOR ONE YEAR
12	12	0	2290023F1	SECONDARY FORM F 6180.49A NOT RETAINED OR ON FILE
2	2	0	2290023E2	FORM F 6180.49A FROM PREVIOUS YEAR NOT RETAINED BY THE RAILROAD FOR ONE YEAR
15	15	1	2290023E1	FORM F 6180.49A NOT REPLACED BY APRIL 2
66	68	0	2290023D4	TRANSPARENT COVER MISSING OR BROKEN
14	14	2	2290023D3	FORM F 6180.49A NOT DISPLAYED UNDER TRANSPARENT COVER
353	373	6	2290023D2	FORM F 6180.49A IMPROPERLY MADE OUT
37	37	1	2290023D1	FORM F 6180.49A MISSING
63	69	1	2290023A6	DEFECTS NOTED FOLLOWING A PERIODIC INSPECTION (EXPLAIN)
3	3	0	2290023A5	NO EXCEPTIONS TAKEN TO RECORDS INSPECTION OF PERIODIC INSPECTION REPORTS
2	2	0	2290023A4	PERIODIC INSPECTION MADE WITH NO FACILITIES AVAILABLE
11	11	1	2290023A3	ENTIRE BOTTOM SIDE OF LOCOMOTIVE CANNOT BE SAFELY INSPECTED DURING PERIODIC INSPECTION
76	139	20	2290023A1	PERIODIC INSPECTION NOT MADE TO LOCOMOTIVE WITHIN 92 DAYS
3	4	0	2290021C1	FAILURE TO USE QUALIFIED PERSON TO MAKE DAILY INSPECTION
2	2	0	2290021B5	MU DAILY INSPECTION DEFECTS REPORTED AND NOT REPAIRED
1	1	0	2290021B4	MU DAILY INSPECTION DEFECTS NOT REPORTED ON DAILY INSPECTION REPORTS
40	119	0	2290021B3	MU DAILY INSPECTION REPORT NOT PROPERLY MADE OUT
8	19	0	2290021B2	FAILURE TO MAKE WRITTEN REPORT OF MU DAILY INSPECTION
12	13	0	2290021B1	MU LOCOMOTIVE OVERDUE DAILY INSPECTION
1	1	0	2290021A9	FAILURE TO REPORT NON-COMPLYING LOCOMOTIVE SANITATION COMPARTMENT DEFECTS ON ELECTRONIC FORM
				FAILURE TO MAINTAIN WRITTEN RECORD ON LOCOMOTIVE INDICATING PREVIOUS DAILY

89	253	12	2290021A8	INSPECTION PLACE, DATE AND TIME
3	152	0	2290021A7	NO EXCEPTIONS TAKEN TO RECORDS INSPECTION OF DAILY INSPECTION REPORTS
59	128	5	2290021A6	DAILY INSPECTION REPORT NOT RETAINED FOR 92 DAYS
434	858	23	2290021A5	DEFECTS REPORTED AND NOT REPAIRED
90	137	0	2290021A4	DEFECTS NOT REPORTED ON DAILY INSPECTION
556	1,322	10	2290021A3	DAILY INSPECTION REPORT WRITTEN/ELECTRONIC IMPROPERLY MADE OUT
240	1,481	189	2290021A2	FAILURE TO MAKE WRITTEN/ELECTRONIC REPORT OF DAILY INSPECTION
428	1,154	5	2290021A1	DAILY LOCOMOTIVE INSPECTION OVERDUE
16	27	2	2290013A1	FAILURE TO RESPOND TO CONTROLLING LOCOMOTIVE
13	16	0	2290011B1	LOCOMOTIVE NUMBER MISSING
47	57	4	2290011A1	LETTER "F" MISSING
117	121	6	2290009A1	FAILURE TO MEET CONDITIONS FOR MOVEMENT TO REPAIR
247	255	32	2290007A1	LOCOMOTIVE NOT IN PROPER CONDITION AND SAFE TO OPERATE
2	2	0	2280019A9	THE RAILROAD FAILED TO REPORT TO THE FRA WITH IN 30 DAYS OF THE CLOSE MONTH OF OCCURRENCE ALL INSTANCES OF A SIGNAL EMPLOYEE CONTINUING ON DUTY WITHOU
2	6	0	2280019A8	THE RAILROAD FAILED TO REPORT TO THE FRA WITHIN 30 DAYS OF THE CLOSE OF THE MONTH OF OCCURRENCE ALL INSTANCES OF A SIGNAL EMPLOYEE RETURNING TO DUTY A
6	12	1	2280019A7	THE RAILROAD FAILED TO REPORT TO THE FRA WITHIN 30 DAYS OF THE CLOSE OF THE MONTH OF OCCURRENCE ALL INSTANCES OF A SIGNAL EMPLOYEE BEING ON DUTY FOR M
8	11	4	2280019A5	THE RAILROAD FAILED TO REPORT TO THE FRA WITHIN 30 DAYS OF THE CLOSE OF THE MONTH OF OCCURRENCE ALL INSTANCES OF A DISPATCHING SERVICE EMPLOYEE BEING
1	1	1	2280019A10	THE RAILROAD FAILED TO REPORT TO THE FRA WITH IN 30 DAYS OF THE CLOSE OF THE MONTH OF OCCURRENCE ALL INSTANCES OF A SIGNAL EMPLOYEE RETURNING TO DUTY
10	61	12	2280019A1	THE RAILROAD FAILED TO REPORT TO THE FRA WITHIN 30 OF THE CLOSE OF THE MONTH OF OCCURRENCE ALL INSTANCES WHEN A TRAIN EMPLOYEE, INCLUDING A HOSTLER IS
1	30	0	2280017A9	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE DIRECTION OF MOVEMENT AND THE TIME EACH TRAIN PASSED ALL REPORTING ST
1	1	0	2280017A8	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE DISTANCES BETWEEN STATIONS LISTED ON THE DISTRICT OF RECORDED. (USE
3	7	0	2280017A6	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE IDENTIFICATION OF TRAIN AND ENGINES BEING DISPATCHED ON OR OVER THE D
23	175	0	2280017A5	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE IDENTIFICATION OF ENGINEMEN AND CONDUCTORS AND THEIR TIMES ON DUTY FO
23	138	0	2280017A4	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE WEATHER CONDITIONS AT 6-HOUR INTERVALS FOR THE DISTRICT OVER WHICH TR
40	465	1	2280017A3	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE IDENTIFICATION OF THE DISPATCHERS AND THEIR DUTY TIMES INVOLVED IN KE
3	450	0	2280017A2	THE RAILROAD FAILED INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE LOCATION OF THE DISPATCHING OFFICE AND THE DATE OF THE RECORD. (USE WHE
8	25	0	2280017A11	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS A BRIEF DESCRIPTION OF THE UNUSUAL EVENTS AFFECTING THE MOVEMENT OF TRAIN
2	43	0	2280017A10	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE ARRIVAL AND DEPARTURE TIMES OF TRAINS AT ALL REPORTING STATIONS ON TH
4	16	0	2280017A1	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE IDENTIFICATION OF TIMETABLE IN EFFECT ON THAT DISTRICT. (USE WHEN TH
1	1	0	2280017A	THE RAILROAD FAILED TO KEEP A RECORD, FOR EACH DISPATCHING DISTRICT, OF THE TRAIN MOVEMENTS MADE UNDER THE DIRECTION AND CONTROL OF A DISPATCHER WHO U
87	375	138	2280011A5	THE RAILROAD FAILED TO MAINTAIN A RECORD OF EACH EMPLOYEES BEGINNING AND ENDING TIME OF PERIODS SPENT IN TRANSPORTATION, OTHER THAN PERSONAL COMMUTING
				THE RAILROAD FAILED TO MAINTAIN A RECORD OF EACH EMPLOYEES NUMBER OF

133	886	5	2280011A4	CONSECUTIVE HOURS OFF DUTY PRIOR TO GOING ON DUTY. (USE WHEN THE PRIOR TIME OFF
162	892	74	2280011A3	THE CARRIER FAILED TO MAINTAIN AN EMPLOYEES HOURS OF DUTY RECORD THAT CONTAINS THE TOTAL TIME ON DUTY IN ALL OCCUPATIONS. (USE WHEN THE TOTAL TIME ON
216	1,746	7	2280011A2	THE CARRIER FAILED TO MAINTAIN AN HOURS OF DUTY RECORD THAT CONTAINS THE PLACE, DATE, AND BEGINNING AND ENDING TIME FOR HOURS OF DUTY IN EACH OCCUPATI
27	253	3	2280011A1	THE CARRIER FAILED TO MAINTAIN AN HOURS OF DUTY RECORD THAT CONTAINS THE IDENTIFICATION OF THE EMPLOYEE. (USE WHEN THE IDENTIFICATION OF THE EMPLOYEE
168	475	173	2280011A	THE CARRIER FAILED TO KEEP A RECORD OF THE HOURS OF DUTY FOR EACH EMPLOYEE. (USE WHEN THE ENTIRE RECORD IS MISSING.)
58	307	15	2280011	HOURS OF SERVICE DUTY RECORDS.
13	67	1	2280009A3	THE RAILROAD FAILED TO MAKE AVAILABLE EMPLOYEE HOURS OF DUTY RECORDS FOR INSPECTION BY FRA DURING REGULAR BUSINESS HOURS. (USE WHEN RECORDS CUSTODIAN
154	642	114	2280009A1	THE RAILROAD FAILED TO MAINTAIN HOURS OF DUTY RECORDS SIGNED BY THE EMPLOYEE WHOSE TIME IS RECORDED OR, FOR TRAIN CREWS, SIGNED BY THE RANKING EMPLOYE
2	2	0	22500351	FAILURE OF A RAILROAD TO IDENTIFY EACH LOCATION WHERE REPRESENTATIVES OF FRA OR OF A STATE AGENCY HAS CENTRALIZED ACCESS TO A COPY OF ANY RECORD AND R
1	1	0	2250035	ACCESS TO RECORDS AND REPORTS.
8	8	7	2250033A1	FAILURE OF A RAILROAD TO FOLLOW THE POLICY STATEMENT OF ITS INTERNAL CONTROL PLAN BY PERMITTING OR ALLOWING AN EMPLOYEE, SUPERVISOR, MANAGER OR OFFICE
8	8	0	22500333(A)	FAILURE OF RAILROAD TO AMEND ITS INTERNAL CONTROL PLAN, AS NECESSARY, TO REFLECT ANY SIGNIFICANT CHANGES TO THE RAILROAD'S INTERNAL REPORTING PROCEDUR
1	1	0	22500332(A)	FAILURE OF A RAILROAD THAT IS EXCLUDED FROM THE REQUIREMENT OF MAINTAINING ALL TEN COMPONENTS OF AN INTERNAL CONTROL PLAN, TO HAVE A POLICY STATEMENT
1	1	0	22500331A2	FAILURE OF A RAILROAD TO PROPERLY DISSEMINATE THE POLICY STATEMENT AND COMPLAINT PROCEDURE OF ITS INTERNAL CONTROL PLAN TO ALL EMPLOYEES
15	15	2	22500331(A)(2)	FAILURE OF A RAILROAD TO PROPERLY DISSEMINATE THE POLICY STATEMENT ANO COMPLAINT PROCEDURE OF ITS INTERNAL CONTROL PLAN TO ALL EMPLOYEES.
14	14	0	22500331(A)	FAILURE OF RAILROAD TO ADOPT AND COMPLY WITH A WRITTEN INTERNAL CONTROL PLAN THAT CONSISTS OF ALL TEN COMPONENTS, AND MAINTAIN IT AT THE OFFICE WHERE
4	4	2	2250033(A)(9)	FAILURE OF A RAILROAD TO MAINTAIN A COPY OF THE MOST RECENT AUDIT OF THE PERFORMANCE OF THE REPORTING FUNCTION.
2	2	0	2250033(A)(2)	FAILURE OF A RAILROAD TO FOLLOW THE POLICY STATEMENT AND COMPLAINT PROCEDURES OF ITS INTERNAL CONTROL PLAN BY NOT SUFFICIENTLY DISCIPLINING ANY EMPLOY
19	23	16	2250033(A)(1)	FAILURE OF A RAILROAD TO FOLLOW THE POLICY STATEMENT OF ITS INTERNAL CONTROL PLAN BY PERMITTING OR ALLOWING AN EMPLOYEE, SUPERVISOR, MANAGER OR OFFICE
23	23	3	2250033(A)	FAILURE FOR RAILROAD TO ADOPT AND COMPLY WITH A WRITTEN INTERNAL CONTROL PLAN, AND MAINTAIN IT AT THE OFFICE WHERE THE RAILROAD'S REPORTING OFFICER CO
14	21	9	2250033	INTERNAL CONTROL PLANS.
1	1	0	22500274(A)	FAILURE TO RETAIN COPIES OF THE WRITTEN NOTICE SENT TO EMPLOYEES, FRA FORMS F6180.78, WITH PART I COMPLETED, FOR AT LEAST 2 YEARS AFTER THE END OF THE
1	1	0	22500273(A)	FAILURE TO RETAIN COMPLETED COPIES OF FRA FORMS F6180.81, "EMPLOYEE HUMAN FACTOR ATTACHMENTS," FOR AT LEAST 2 YEARS AFTER THE END OF THE CALENDAR YEAR
1	24	0	22500272(A)	FAILURE TO RETAIN FRA FORMS F6180.97, OR THE ALTERNATIVE RAILROAD-DESIGNED EQUIVALENT RECORDS FOR AT LEAST TWO YEARS AFTER THE END OF THE CALENDAR YEA
14	15	10	2250025H	FAILURE TO POST A LISTING OF ALL INJURIES AND OCCUPATIONAL ILLNESSES TO EMPLOYEES AS REPORTED TO FRA, WITHIN 30 DAYS AFTER THE EXPIRATION OF THE MONTH
1	2	0	22500254(H)	FAILURE TO MAKE REFERENCE ON THE LISTING OF INJURIES AND OCCUPATIONAL ILLNESSES TO THE FACT THAT THERE WERE NO REPORTABLE INJURIES OR OCCUPATIONAL

				ILL
13	15	0	22500253(H)	FAILURE OF THE LISTING OF EMPLOYEE INJURIES AND OCCUPATIONAL ILLNESSES REPORTED TO FRA TO CONTAIN ALL OF THE INFORMATION REQUIRED BY 225.25(H)(1) THR
2	25	0	22500253(G)	FAILURE OF THE RAILROAD MAINTAINING FRA FORMS F6180.97, OR AN ALTERNATIVE RAILROAD-DESIGNED EQUIVALENT RECORDS, AT A CENTRALIZED LOCATION THROUGH ELEC
3	3	0	22500252(H)	FAILURE TO DISPLAY IN DATE SEQUENCE THE INJURIES AND ILLNESSES SUSTAINED BY EMPLOYEES, ON THE LISTING OF ALL INJURIES AND OCCUPATIONAL ILLNESSES REPOR
1	1	0	22500251H	FAILURE TO POST A CURRENT AND COMPLETE LISTING OF ALL EMPLOYEE INJURIES AND OCCUPATIONAL ILLNESSES REPORTED TO FRA FOR THE PAST CONSECUTIVE TWELVE MON
114	125	1	22500251(H)	FAILURE TO POST A CURRENT AND COMPLETE LISTING OF ALL EMPLOYEE INJURIES AND OCCUPATIONAL ILLNESSES REPORTED TO FRA FOR THE PAST CONSECUTIVE TWELVE MON
1	1	0	22500251(G)	FAILURE OF THE RAILROAD MAINTAINING FRA FORMS F6180.98, OR AN ALTERNATIVE RAILROAD-DESIGNED EQUIVALENT RECORDS, AT A CENTRALIZED LOCATION THROUGH ELEC
35	214	0	22500251(F)	FAILURE TO ENTER THE REQUIRED INFORMATION ON FRA FORM F6180.97, OR AN ALTERNATIVE RAILROAD-DESIGNED EQUIVALENT RECORD, FOR AN ACCOUNTABLE OR REPORTABL
1	1	0	22500251(E)	FAILURE OF THE ALTERNATIVE RAILROAD-DESIGNED RECORD, USED IN LIEU OF FRA FORM F6180.97, TO HAVE THE ORDER OF INFORMATION CONSISTENT FROM ONE SUCH RECO
3	3	2	2250025(I)(1)	FAILURE TO MAINTAIN, TO THE EXTENT THAT INFORMATION IS AVAILABLE, FORM FRA F 6180.107 OR AN ALTERNATE RAILROAD-DESIGNED RECORD CONTAINING THE SAME INF
422	485	27	2250025(H)	FAILURE TO POST A LISTING OF ALL INJURIES AND OCCUPATIONAL ILLNESSES TO EMPLOYEES AS REPORTED TO FRA, WITHIN 30 DAYS AFTER THE EXPIRATION OF THE MONTH
26	26	0	2250025(G)	FAILURE OF THE RAILROAD MAINTAINING FRA FORMS F6180.98, OR AN ALTERNATIVE RAILROAD-DESIGNED EQUIVALENT RECORDS, AT A CENTRALIZED LOCATION BUT NOT THRO
13	55	0	2250025(F)	FAILURE TO ENTER THE REQUIRED INFORMATION ON FRA FORM F6180.98, OR AN ALTERNATIVE RAILROAD-DESIGNED EQUIVALENT RECORD, FOR AN ACCOUNTABLE OR REPORTABL
41	172	4	2250025(E)	FAILURE OF THE ALTERNATIVE RAILROAD-DESIGNED RECORD, USED IN LIEU OF FRA FROM F6180.97, TO CONTAIN ALL OF THE INFORMATION REQUIRED BY 225.25(E)(1) TH
24	42	1	2250025(D)	FAILURE TO MAINTAIN A COPY OF FRA FORM F6180.97, OR AN ALTERNATIVE RAILROAD-DESIGNED EQUIVALENT RECORD, FOR AN ACCOUNTABLE OR REPORTABLE RAIL EQUIPMEN
9	19	0	2250025(B)	FAILURE OF THE ALTERNATIVE RAILROAD-DESIGNED RECORD, USED IN LIEU OF FRA FROM F6180.98, TO CONTAIN ALL OF THE INFORMATION REQUIRED BY 225.25(B)(1) TH
22	35	1	2250025(A)	FAILURE TO MAINTAIN A COPY OF FRA FORM F6180.98, OR AN ALTERNATIVE RAILROAD-DESIGNED EQUIVALENT RECORD, FOR AN ACCOUNTABLE OR REPORTABLE CASUALTY TO E
23	116	0	2250025	RECORDKEEPING.
1	1	0	2250021	FORMS.
1	2	0	2250017(D)(2)	FAILURE TO APPEND TO FRA FORM F6180.54 A CONCISE NARRATIVE REPORT INDICATING THE REASON WHY SAMPLES WERE NOT COLLECTED UNDER FRA POST-ACCIDENT TOXICOL
2	2	0	2250017(D)(1)	FAILURE TO REPORT DRUG AND/OR ALCOHOL TESTING PERFORMED, OR DRUG AND/OR ALCOHOL USE BY EMPLOYEES, ON FRA FORM F6180.54 FOR A REPORTABLE RAIL EQUIPMENT
1	1	0	2250017	DOUBTFUL CASES; ALCOHOL OR DRUG INVOLVEMENT.
3	3	0	2250015	ACCIDENTS/INCIDENTS NOT TO BE REPORTED.
2	9	8	22500138	FAILURE TO PROMPTLY REVIEW AN EMPLOYEE'S STATEMENT SUBMITTED TO THE RAILROAD ON FRA FORM F6180.78, MAKE ALL JUSTIFIED REVISIONS TO EACH OF THE AFFECTE
1	1	0	22500137	FAILURE TO PROMPTLY REVIEW AN EMPLOYEE'S STATEMENT SUBMITTED TO THE RAILROAD ON FRA FORM F6180.78, MAKE ALL JUSTIFIED REVISIONS TO EACH OF THE AFFECTE
				FAILURE TO REPORT ON FRA FORM F6180.57 WITHIN 30 DAYS AFTER THE EXPIRATION OF

5	5	5	22500133	THE MONTH DURING WHICH THE ACCIDENT/INCIDENT OCCURRED, A HIGHWAY-RAIL GR
5	5	2	22500132	FAILURE TO REPORT ON FRA FORM F6180.54 WITHIN 30 DAYS AFTER THE EXPIRATION OF THE MONTH DURING WHICH THE ACCIDENT/INCIDENT OCCURRED, A REPORTABLE RAIL
30	30	21	22500131	FAILURE TO REPORT ON FRA FORM F6180.55A WITHIN 30 DAYS AFTER EXPIRATION OF THE MONTH DURING WHICH THE REPORTABLE CASUALTY OCCURRED, INVOLVING (NAME) (
6	38	0	2250013	LATE REPORTS.
4	4	2	2250012B(2)(I)	FAILURE TO PROVIDE IDENTIFIED EMPLOYEE WITH FRA FORM F6180.78 AND OTHER FORMS RELATING TO THE HUMAN FACTOR CAUSED REPORTABLE RAIL EQUIPMENT ACCIDENT/I
1	1	0	22500122(A)	FAILURE TO ENSURE AN EMPLOYEE HAS NOT BEEN IDENTIFIED ON FRA FORM F6180.81 WHEN A FORMAL INVESTIGATION HAS BEEN SCHEDULED BUT NOT BEEN CONCLUDED PRIOR
2	2	0	225001213	FAILURE TO FILE WITH FRA A COMPLETE AND ACCURATE COPY OF FRA FORM F6180.56, "ANNUAL RAILROAD REPORT OF MANHOURS BY STATE," WITH THE RAILROAD'S MONTH O
1	1	0	22500121(B)(1)	FAILURE TO COMPLETE PART 1 OF FRA FORM F6180.78 BEFORE MAILING OR HAND DELIVERING TO IDENTIFIED EMPLOYEE IN A HUMAN FACTOR CAUSED REPORTABLE RAIL EQUI
5	5	0	22500121(A)	FAILURE TO IDENTIFY ON FRA FORMS F6180.81, AN EMPLOYEE WHO COMMITTED AN ACT OR OMISSION TO HAVE CAUSED A REPORTABLE RAIL EQUIPMENT ACCIDENT/INCIDENT,
2	2	0	2250012(B)(1)	FAILURE TO ENSURE THAT FRA FORM F6180.78 HAS NOT BEEN SENT OR HAND DELIVERED TO AN EMPLOYEE WHEN A FORMAL INVESTIGATION HAS BEEN SCHEDULED BUT HAS NOT
7	13	1	2250012(A)	FAILURE TO FILE A FRA FORM F6180.81 FOR A REPORTABLE RAIL EQUIPMENT ACCIDENT/INCIDENT HAVING A HUMAN FACTOR CAUSE ASSIGNED THAT OCCURRED ON (DATE) (LO
3	4	1	2250012	RAIL EQUIPMENT ACCIDENT/INCIDENT REPORTS ALLEGING EMPLOYEE HUMAN FACTOR AS A CAUSE
49	54	2	22500119	FAILURE TO PROPERLY REPORT REQUIRED DETAILS ON FRA FORM F6180.54 FOR A REPORTABLE RAIL EQUIPMENT ACCIDENT/INCIDENT THAT OCCURRED ON (DATE) (LOCATION)
40	41	5	22500118	FAILURE TO ACCURATELY REPORT ON FRA FORM F6180.54 THE MOST APPLICABLE AVAILABLE CAUSE FOR A REPORTABLE RAIL EQUIPMENT ACCIDENT/INCIDENT THAT OCCURRED
53	54	37	22500117	FAILURE TO REPORT ON FRA FORM F6180.54, A REPORTABLE RAIL EQUIPMENT ACCIDENT/INCIDENT THAT OCCURRED ON (DATE) (LOCATION) (INVOLVING TRAIN OR JOB NUMBE
39	46	40	22500116	FAILURE TO PROPERLY REPORT REQUIRED DETAILS ON FRA FORM F6180.55A FOR A REPORTABLE CASUALTY INVOLVING (NAME) (OCCUPATION, IF EMPLOYEE) (DATE OF INJURY
1	1	0	22500115	FAILURE TO PROVIDE A MEANINGFUL NARRATIVE ON FRA FORM F6180.55A, WHEN THE CIRCUMSTANCE CODES ENTERED DO NOT FULLY DESCRIBE HOW THE REPORTABLE CASUALTY
224	224	198	22500114	FAILURE TO REPORT ON FRA FORM F6180.55A, A REPORTABLE CASUALTY INVOLVING (NAME) (OCCUPATION, IF EMPLOYEE) (DATE OF INJURY/ILLNESS) (LOCATION) (RAILROA
3	6	0	22500113	FAILURE TO FILE WITH FRA AN FRA FORM F6180.55 THAT INCLUDED AN OATH OR VERIFICATION MADE BY THE PROPER OFFICER OF THE REPORTING RAILROAD FOR THE MONTH
13	21	1	22500112	FAILURE TO FILE WITH FRA AN ACCURATE AND COMPLETE FRA FORM F6180.55 FOR THE MONTH OF (MONTH/YEAR).
13	14	0	225001112	FAILURE TO FILE WITH FRA A COMPLETED COPY OF FRA FORM F6180.56, "ANNUAL RAILROAD REPORT OF MANHOURS BY STATE," WITH THE RAILROAD'S MONTH OF DECEMBER A
38	1,450	163	225001111	FAILURE TO PROPERLY REPORT REQUIRED DETAILS ON FRA FORM F6180.57 FOR A HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT THAT OCCURRED ON (DATE) (LOCATION
27	27	13	225001110	FAILURE TO REPORT ON FRA FORM F6180.57, A HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT THAT OCCURRED ON (DATE) (LOCATION) (INVOLVING TRAIN OR JOB NUM

21	64	1	22500111	FAILURE TO FILE WITH FRA AN FRA FORM F6180.55 FOR THE MONTH OF (MONTH/YEAR).
66	94	30	2250011	REPORTS OF ACCIDENTS/INCIDENTS.
3	3	3	2250009(A)(2)	FAILURE TO PROVIDE TELEPHONIC NOTIFICATION FOR DEATH OR INJURY OF FIVE OR MORE PERSONS
7	7	6	2250009	TELEPHONIC REPORTS OF CERTAIN ACCIDENTS/INCIDENTS.
1	2	0	2240109A4	2240109A4
3	3	0	2240109A2	2240109A2
1	1	0	2240109A1	2240109A1
2	2	0	2240106B	2240106B
28	40	0	2240106A	2240106A
3	6	0	2240105A2	2240105A2
28	44	0	2240105A1	2240105A1
6	6	0	2240103D	2240103D
1	1	0	2240103C	2240103C
40	40	0	2240103A	2240103A
9	23	0	2230017B1	GLAZING MATERIAL NOT MARKED OR IMPROPERLY MARKED
73	82	0	2230017A1	EQUIPMENT NOT STENCILED OR STENCIL IMPROPER
33	74	0	2230015E1	MISSING/DEFECTIVE/INOPERATIVE EMERGENCY WINDOWS
1	1	0	2230015D2	PASSENGER CAR SIDE FACING WINDOWS NOT REPLACED WITH CERTIFIED GLAZING WITHIN 30 DAYS FROM DATE OF BREAKAGE OR DAMAGE (ACTS OF VANDALISM)
3	3	0	2230015D1	PASSENGER CAR FORWARD AND REARWARD WINDOWS NOT REPLACED WITH CERTIFIED GLAZING WITHIN 30 DAYS FROM DATE OF BREAKAGE OR DAMAGE (ACTS OF VANDALISM)
9	9	1	2230015C1	PASSENGER CAR NOT EQUIPPED WITH CERTIFIED GLAZING
11	30	0	2230015B1	PASSENGER CAR SIDE FACING IMPROPER
3	5	0	2230013D2	CABOOSE SIDE FACING WINDOWS NOT REPLACED WITH CERTIFIED GLAZING WITHIN 30 DAYS FROM DATE OF BREAKAGE OR DAMAGE (ACTS OF VANDALISM)
3	4	0	2230013D1	CABOOSE FORWARD AND REARWARD WINDOWS NOT REPLACED WITH CERTIFIED GLAZING WITHIN 30 DAYS FROM THE DATE OF BREAKAGE OR DAMAGE (ACTS OF VANDALISM)
4	13	0	2230013C1	CABOOSE NOT EQUIPPED WITH CERTIFIED GLAZING
3	4	0	2230013B1	CABOOSE SIDE FACING IMPROPER
2	3	0	2230013A1	CABOOSE FORWARD AND REARWARD END FACING IMPROPER
3	3	0	2230011D1	LOCOMOTIVE NOT PLACED IN DESIGNATED SERVICE WITHIN 48 HOURS (ACTS OF VANDALISM)
19	41	0	2230011C1	LOCOMOTIVE NOT EQUIPPED WITH CERTIFIED GLAZING
19	19	0	2230011B1	LOCOMOTIVE SIDE FACING IMPROPER
27	32	0	2230011A1	LOCOMOTIVE FORWARD AND REARWARD END FACING IMPROPER
13	53	0	2230009D2	MARKING OF EMERGENCY ACCESS WINDOWS.
17	45	0	2230009D1	MARKING OF EMERGENCY EGRESS WINDOWS.
8	8	0	2230009C1	PASSENGER CAR GLAZING IMPROPER (INCLUDES SELF-PROPELLED PASSENGER CAR)
3	4	0	2230009B1	CABOOSE GLAZING IMPROPER
40	52	0	2230009A1	LOCOMOTIVE GLAZING IMPROPER
15	18	0	2230007A1	GLAZING FAILS TO MEET REQUIREMENTS OF APPENDIX A
2	2	0	2220033A	FAILURE TO SOUND LOCOMOTIVE HORE WHEN TRAIN SPEED > 15 MPH, OR WHEN NO FLAGGERS PRESENT.
25	36	0	2220021B	FAILURE TO SOUND HORN AT LEAST 15 SECONDS, BUT NOT MORE THAN 20 SECONDS IN ADVANCE OF THE CROSSING, OR, FOR TRAINS TRAVELING 60 MPH OR FASTER, SOUNDIN
				FAILURE TO SOUND LOCOMOTIVE HORN IN THE REQUIRED PATTERN WHEN APPROACHING

75	110	0	2220021A2	AND OCCUPYING A PUBLIC HIGHWAY-RAIL GRADE CROSSING.
62	91	1	2220021A1	FAILURE TO SOUND HORN WHEN APPROACHING AND OCCUPYING EACH PUBLIC HIGHWAY-RAIL GRADE CROSSING.
1	1	0	2210015C	Examination shall be conducted by the train crew or some other qualified person, that person shall communicate their findings to the engineer
1	1	0	2210015B	Visually observed or repositioning or covering the photoelectric cell.
1	1	1	2210015A	Failure to examined at each crew change point for proper operating condition.
4	4	1	2210014	UNAPPROVED/NON-COMPLYING DEVICE
2	2	0	2210013C	Cell activation mechanisimshall illuminate /flash continiously when there is less than 1.0 candelaper square meter.
2	2	0	2210013B	Continuiously illuminated 1 hour before sunset and 1 hour before sunriseand during all other hours when weather conditionsrestrict visability on 1/2 m
3	3	0	2210013A4	REAR END MARKING DEVICE DISPLAYED LESS THAN 48" FROM THE TOP OF RAIL
18	18	0	2210013A3	REAR END MARKING DEVICE IMPROPERLY ILLUMINATED
24	25	3	2210013A2	FAILURE TO DISPLAY REAR END MARKING DEVICE WHEN REQUIRED
7	7	2	2210013A	During periods perscribed in this section each train to which this part applies that occupies or operates on main track ,be equipped with, display,on
3	3	0	2210013	MARKING DEVICE DISPLAY
9	10	2	2200061B6	A MANDATORY DIRECTIVE THAT WAS NOT COMPETED OR COMPLY WITH THE RAILROAD'S OPERATING RULES AND 49 CFR PART 220 WAS ACTED UPON
4	4	0	2200061B5I	BEFORE A TRAIN CREW ACTED UPON A MANDATORY DIRECTIVE EITHER THE ENGINEER OR THE CONDUCTOR FAILED TO HAVE A WRITTEN COPY OF THE MANDATORY DIRECTIVE
2	2	1	2200061B4	AN EMPLOYEE, HAVING RECEIVED A MANDATORY DIRECTIVE, FAILED TO IMMEDIATELY REPEAT IT IN ITS ENTIRETY
54	66	54	2200061B3	THE EMPLOYEE COPYING A MANDATORY DIRECTIVE IN WRITING FAILED TO USE THE FORMAT PRESCRIBED IN THE RAILROAD'S OPERATING RULES
18	23	1	2200061B2	THE EMPLOYEE RECEIVING AND COPING THE MANDATORY DIRECTIVE FAILED TO STATE EITHER THEIR NAME, IDENTIFICATION, LOCATION AND/OR READINESS TO RECEIVE AND
7	7	1	2200061B1	THE TRAIN DISPATCHER OR OPERATOR FAILED O CALL THE ADRESSEES OF A MANDATORY DIRECTIVE AND STATE THE INTENTION TO TRANSMIT A MANDATORY DIRECTIVE
5	5	0	2200061A	A MANDATORY DIRECTIVE WAS TRANSMITTED VIA RADIO WHEN NOT AUTHORIZED BY THE RAILROAD'S OPERATING RULES
47	63	36	22000612B5I	A MANDATORY DIRECTIVE THAT HAS BEEN FULFILLED OR CANCELED WAS NOT MARKED WITH A "X" OR IN ACCORDANCE WITH THE RAILROAD'S OPERATING RULES AND RETAINED
2	2	0	22000611B5I	BOTH THE ENGINEER AND CONDUCTOR FAILED TO MAKE CERTAIN THAT A WRITTEN MANDATORY DIRECTIVE WAS READ AND UNDERSTOOD BY ALL MEMBERS OF THE CREW RESPONSIB
2	3	3	22000611B4	THE DISPATCHED FAILED TO PROPERLY VERIFY THE ACCURACY OF A MANDATORY DIRECTIVE BEFORE STATING THE TIME AND NAME OF THE EMPLOYEE AUTHORIZED TO ISSUE MA
2	2	0	22000611B2	THE EMPLOYEE OPERATING THE CONTROLS OF MOVING EQUIPMENT RECEIVED AND COPIED A MANDATORY DIRECTIVE
20	20	2	22000611A	A MANDATORY DIRECTIVE WAS TRANSMITTED VIA RADIO NOT IN ACCORDANCE WITH THE RAILROAD'S OPERATING RULES NOR 49 CFR PART 220
1	1	0	2200051B	RADIO COMMUNICATIONS WERE USED, IN VIOLATION OF THE RAILROAD'S OPERATING RULES, TO CONVEY INSTRUCTIONS THAT WOULD HAVE OR HAD THE EFFECT OF OVERRIDING
1	1	0	2200051A	INFORMATION ABOUT A POSITION OR ASPECT OF A FIXED SIGNAL WAS GIVEN TO A TRAIN CREW BY A PERSON NOT A MEMBER OF THAT TRAIN CREW
5	5	0	22000493	IF THE RADIO INSTRUCTIONS USED IN A SHOVING, BACKING OR PUSHING MOVEMENT ARE NOT UNDERSTOOD, THE MOVEMENT SHALL BE STOPPED IMMEDIATELY
				UNLESS ADDITIONAL INSTRUCTIONS ARE RECEIVED THE MOVEMENT OF A SHOVING,

14	14	0	22000492	BACKING OR PUSHING MOVEMENT SHALL STOP WITHIN ONE HALF THE LAST SPECIFIED DISTA
61	89	8	22000491	IF RADIO COMMUNICATIONS IS USED TO IN CONNECTION WITH A SHOVING, BACKING OR PUSHING A TRAIN, LOCOMOTIVE OR CAR THE EMPLOYEE DIRECTING THAT MOVEMENT SH
2	2	2	22000471	AN INITIAL EMERGENCY RADIO TRANSMISSION SHALL BE PROCEEDED BY THE WORD "EMERGENCY" REPEATED THREE TIMES.
9	10	1	2200045	RADIO COMMUNICATION, NOT FULLY UNDERSTOOD OR COMPLETED IN ACCORDANCE TO 49 CFR PART 220 AND RAILROAD RULES WAS ACTED UPON INSTEAD OF TREATED AS THOUGH
154	317	5	2200043	RADIO COMMUNICATIONS USED IN CONNECTION WITH RAILROAD OPERATIONS IN A MANNER THAT CONFLICTS WITH THE REQUIREMENTS OF 49 CFR PART 220, FCC REGULATIONS
3	10	0	2200039	RADIOS USED IN RAILROAD OPERATIONS SHALL BE TURNED ONTO THE APPROPRIATE CHANNEL AS DESIGNATED IN 49 CFR PART 220.23 AND ADJUSTED TO RECEIVE
4	6	0	2200037A	A RADIO OR OTHER WIRELESS COMMUNICATION EQUIPMENT WAS NOT TESTED AS SOON AS PRACTICABLE TO ENSURE THAT THE EQUIPMENT FUNCTIONED AS INTENDED PRIOR TO C
1	1	0	22000371B	THE EMPLOYEE RECEIVING THE TEST TRANSMISSION OF A RADIO FAILED TO ADVISE THE EMPLOYEE CONDUCTING THE TEST OF THE CLARITY OF THE TRANSMISSION
72	177	2	2200035B	IN A RADIO TRANSMISSION, NOT RELATED TO YARD SWITCHING OPERATION TO WHICH NO RESPONSE IS EXPECTED, AN EMPLOYEE FAILED TO STATE THEIR IDENTIFICATION FO
105	326	2	2200035A	IN A RADIO TRANSMISSION, NOT RELATED TO YARD SWITCHING OPERATION, AT THE CLOSE OF EACH TRANSMISSION TO WHICH A RESPONSE WAS EXPECTED THE TRANSMITTING
6	6	1	2200033B	AN EMPLOYEE RECEIVING A TRANSMISSION, NOT RELATING TO YARD SWITCHING OPERATIONS, A RECORDED MESSAGE OR GENERAL IN NATURE, FAILED TO REPEAT IT TO THE T
14	51	1	2200033A	AN EMPLOYEE RECEIVING A RADIO CALL FAILED TO PROMPTLY ACKNOWLEDGE THE CALL BY IDENTIFYING THE EMPLOYEE'S STATION IN ACCORDANCE WITH 49 CFR PART 220.27
5	12	0	2200031C	BEFORE TRANSMITTING BY RADIO AND EMPLOYEE FAILED TO: VERIFY THAT THE EMPLOYEE HAD MADE RADIO CONTACT WITH THE PERSON OR STATION WITH WHOM THE EMPLOYEE
49	87	4	2200031B	BEFORE TRANSMITTING BY RADIO AND EMPLOYEE FAILED TO: IDENTIFY THE EMPLOYEE'S STATION IN ACCORDANCE WITH THE REQUIREMENTS OF 49 CFR PART 220.27
12	16	0	2200031A	BEFORE TRANSMITTING BY RADIO AND EMPLOYEE FAILED TO: LISTEN TO ENSURE THAT THE CHANNEL ON WHICH THE EMPLOYEE INTENDED TO TRANSMIT WAS NOT ALREADY IN U
29	74	3	22000311C	AN EMPLOYEE FAILED TO REQUIRE A PROPER IDENTIFICATION BEFORE PROCEEDING WITH A TRANSMISSION
6	56	0	2200029C	NUMBERS WERE NOT SPOKEN BY DIGIT THAT WERE NOT EXACT MULTIPLES OF HUNDREDS OR THOUSANDS.
2	3	0	2200029B	A WORD, NEEDING TO BE SPELLED FOR CLARITY WAS NOT FIRST PRONOUNCED AND THEN SPELLED
1	1	0	22000291C	DECIMAL WAS NOT INDICATED BY THE WORDS "DECIMAL", "DOT" OR "POINT"
14	33	0	2200027B3	IDENTIFICATION OF EACH MOBILE STATION, WHEN NOT IN CONNECTION WITH SWITCHING, CLASSIFICATION AND SIMILAR OPERATIONS WHOLLY INSIDE A YARD, WHEN NECESS
57	103	2	2200027B2	IDENTIFICATION OF EACH MOBILE STATION, WHEN NOT IN CONNECTION WITH SWITCHING, CLASSIFICATION AND SIMILAR OPERATIONS WHOLLY INSIDE A YARD DID NOT CONS
75	190	1	2200027B1	IDENTIFICATION OF EACH MOBILE STATION, WHEN NOT IN CONNECTION WITH SWITCHING, CLASSIFICATION AND SIMILAR OPERATIONS WHOLLY INSIDE A YARD, DID NOT INC
64	141	4	2200027B	EXCEPT IN CONNECTION WITH SWITCHING, CLASSIFICATION AND SIMILAR OPERATIONS WHOLLY INSIDE A YARD EACH MOBILE STATION WILL IDENTIFY THEIR STATION CONSIS
17	36	0	2200027A2	THE NAME AND LOCATION OF OFFICE OR OTHER UNIQUE DESIGNATION, WHEN NOT IN CONNECTION WITH SWITCHING, CLASSIFICATION AND SIMILAR OPERATIONS WHOLLY INSID

58	103	0	2200027A1	IDENTIFICATION OF EACH BASE, WAYSIDE OR YARD STATION, WHEN NOT IN CONNECTION WITH SWITCHING, CLASSIFICATION AND SIMILAR OPERATIONS WHOLLY INSIDE A YA
75	153	0	2200027A	EXCEPT IN CONNECTION WITH SWITCHING, CLASSIFICATION AND SIMILAR OPERATIONS WHOLLY INSIDE A YARD EACH BASE, WAYSIDE OR YARD STATION SHALL INCLUDE THE
7	9	0	2200025B	EMPLOYEES MUST BE INSTRUCTED IN THE PROPER USE OF RADIO COMMUNICATION AS PER THE PROGRAM OF INSTRUCTION PRESCRIBED IN 49 CFR PART 217.11
4	4	0	2200025A	EMPLOYEE MUST HAVE RECEIVED COPY OF THE RAILROAD'S RULES GOVERNING USE OF RADIO COMMUNICATION IN RAILROAD OPERATIONS
2	2	0	2200023	RAILROADS MUST DESIGNATE AND PUBLISH IN EITHER TIMETABLE OR SPECIAL INSTRUCTION THE LOCATIONS OF RADIO BASE STATIONS, WHERE & WHEN WAYSIDE STATIONS MA
27	34	1	2200021A	RAILROAD OPERATING RULES WITH RESPECT TO RADIO COMMUNICATIONS MUST COMPLY WITH 49 CFR PART 220
1	1	1	2200013B1	WHEN REPORTING EMERGENCIES VIA RADIO EMPLOYEE MUST COMPLY WITH REQUIREMENTS OF 49 CFR PART 220.47
1	1	1	2200013A	EMPLOYEES MUST IMMEDIATELY REPORT BY THE QUICKEST MEANS AVAILABLE DERAILMENTS, COLLISIONS, STORMS, WASHOUTS, FIRES, OBSTRUCTIONS OR OTHER HAZARDOUS CO
5	5	0	2200011B	EMPLOYEES DESIGNATED TO PROVIDE ON-TRACK SAFETY FOR A ROADWAY WORK GROUP OR GROUPS AND EACH LONE WORKER SHALL BE PROVIDED & MAINTAIN IMMEDIATE ACCESS
1	1	0	2200011A1	MOW EQUIPMENT OPERATING WITHOUT LOCOMOTIVE ASSISTANCE SHALL HAVE A WORKING RADIO ON ONE SUCH UNIT IN EACH MULTIPLE PIECE OF MOW EQUIPMENT TRAVELING TO
9	11	1	22000111B	IF THE EMPLOYEES DESIGNATED TO PROVIDE ON-TRACK SAFETY FOR A ROADWAY WORK GROUP OR GROUPS OR THE LONE WORKER DOES NOT HAVE IMMEDIATE ACCESS TO A WORKI
22	22	1	2190905C	FAILURE TO PROVIDE ACCESS TO RESULTS OF RAILROAD ALCOHOL AND DRUG TESTING PROGRAMS
8	73	48	2190903C	FAILURE TO MAINTAIN RECORDS REQUIRED TO BE KEPT FOR 2 YEARS
1	1	0	2190903B	FAILURE TO MAINTAIN RECORDS REQUIRED TO BE KEPT FOR 5 YEARS
3	32	30	2190903A	FAILURE TO MAINTAIN RECORDS REQUIRED TO BE KEPT BY PART 40
4	6	0	2190901C	FAILURE TO MAINTAIN RECORDS REQUIRED TO BE KEPT FOR 2 YEARS
1	1	0	2190901B	FAILURE TO MAINTAIN RECORDS REQUIRED TO BE KEPT FOR 5 YEARS
9	32	15	2190901A	FAILURE TO MAINTAIN RECORDS REQUIRED TO BE KEPT BY PART 40
6	12	0	2190803E	FAILURE TO INCLUDE REQUIRED DATA
3	3	0	2190803C	FAILURE TO SUBMIT ACCURATE MIS REPORT
1	1	0	2190801D	FAILURE TO INCLUDE REQUIRED DATA
5	6	0	2190801C	FAILURE TO SUBMIT ACCURATE MIS REPORT
2	2	0	2190701C	TESTING NOT PERFORMED IN A TIMELY MANNER
96	237	6	2190701B	FAILURE TO COMPLY WITH PART 40 PROCEDURES IN SUBPART B, D, F OR G DRUG TESTING
104	451	6	2190701A	FAILURE TO COMPLY WITH PART 40 PROCEDURES IN SUBPART B, D, F OR G ALCOHOL TESTING
111	378	4	2190701	FAILURE TO COMPLY WITH PART 40 PROCEDURES IN SUBPART B, D, F OR G TESTING (USE SUBRULE "A" FOR DRUGS AND "B" FOR ALCOHOL)
6	10	1	2190609	FAILURE TO DOCUMENT REASON FOR NOT TESTING SELECTED EMPLOYEE
5	5	0	2190608E	TOTAL NUMBER OF TESTS BELOW MINIMUM RANDOM ALCOHOL TESTING RATE
2	2	2	2190607B5	TESTING WHEN EMPLOYEE NOT ON DUTY
1	1	0	2190607B1	FAILURE TO USE A NEUTRAL SELECTION PROCESS
11	11	2	2190607B	FAILURE TO MEET RANDOM TESTING CRITERIA
3	3	1	2190607A	FAILURE TO INCLUDE COVERED SERVICE EMPLOYEE IN POOL

13	23	6	2190603	FAILURE TO DOCUMENT REASON FOR NOT TESTING SELECTED EMPLOYEE
7	8	2	2190602F	TOTAL NUMBER OF TESTS BELOW MINIMUM RANDOM DRUG TESTING RATE
2	2	0	2190601B6	TESTING WHEN EMPLOYEE NOT ON DUTY
3	3	0	2190601B4	ADVANCE NOTICE PROVIDED TO EMPLOYEE
38	40	3	2190601B3	TESTING NOT DISTRIBUTED THROUGHOUT THE DAY
25	27	0	2190601B2IB	TESTING NOT SPREAD THROUGHOUT THE YEAR
6	6	0	2190601B1I	FAILURE TO USE A NEUTRAL SELECTION PROCESS
9	17	0	2190601B	FAILURE TO MEET RANDOM TESTING CRITERIA
6	6	0	2190601A2	FAILURE TO FILE AMENDMENT TO PROGRAM
3	3	0	2190601A1	FAILURE TO FILE A RANDOM PROGRAM
10	16	1	2190601A	FAILURE TO INCLUDE COVERED SERVICE EMPLOYEE IN POOL
10	12	0	2190502A	CONDITIONS FOR ALCOHOL TESTING NOT CONSISTENT
20	36	6	2190501A	FAILURE TO PERFORM PRE-EMPLOYMENT DRUG TEST BEFORE FIRST TIME EMPLOYEE PERFORMS COVERED SERVICE
15	15	1	2190401B	FAILURE TO PUBLISH AND/OR IMPLEMENT REQUIRED POLICY
1	5	5	2190302A	SPECIMEN COLLECTION NOT CONDUCTED PROMPTLY
2	2	2	2190301B3	TESTED WHEN OPERATING RULES VIOLATION CRITERIA NOT MET
6	6	5	2190301B2	TESTED WHEN ACCIDENT/INCIDENT CRITERIA NOT MET
5	9	1	2190300A2	TESTED WHEN REASONABLE SUSPICION CRITERIA NOT MET
4	4	0	2190300A1	FAILURE TO TEST WHEN REASONABLE SUSPICION CRITERIA MET
2	2	0	2190211C	FAILURE OF MRO TO REPORT REVIEW OF POSITIVE RESULTS TO FRA
1	1	0	2190209C	FAILURE TO MAINTAIN REPORT EXPLAINING WHY TEST NOT CONDUCTED WITHIN FOUR HOURS
4	4	1	2190207A1	FAILURE TO ENSURE TIMELY COLLECTION AND SHIPMENT OF REQUIRED SPECIMENS
2	6	0	2190205D	FAILURE TO PROMPTLY OR PROPERLY FORWARD SPECIMENS
24	57	0	2190205B	FAILURE TO PROVIDE PROPERLY PREPARED FORMS WITH SPECIMENS
22	37	4	2190205A	FAILURE TO OBSERVE REQUIREMENTS WITH RESPECT TO SPECIMEN COLLECTION, MARKING AND HANDLING
5	6	2	2190203C	INDEPENDENT MEDICAL FACILITY NOT UTILIZED
10	11	2	2190203B1	DELAY IN OBTAINING SPECIMENS DUE TO FAILURE TO MAKE EVERY REASONABLE EFFORT
2	2	0	2190203A1II	NON-COVERED SERVICE EMPLOYEE TESTED
2	2	0	2190203A1I	FAILURE TO PROPERLY TEST/EXCLUDE FROM TESTING
3	3	1	2190201C2	TESTING PERFORMED AFTER NON-QUALIFYING EVENT
7	11	2	2190201C1I	FAILURE TO MAKE GOOD FAITH DETERMINATION
7	10	5	2190201A	FAILURE TO TEST AFTER A QUALIFYING EVENT (EACH EMPLOYEE NOT TESTED IS A VIOLATION)
36	37	0	2190105B	FAILURE TO EXERCISE DUE DILIGENCE TO ASSURE COMPLIANCE WITH PROHIBITION
3	5	0	2190104D	EMPLOYEE IMPROPERLY RETURNED TO SERVICE
1	1	1	2190104C	FAILURE TO PROVIDE PROMPT HEARING
1	1	0	2190104B	FAILURE TO PROVIDE NOTICE FOR REMOVAL
3	3	0	2190103A	FAILURE TO TRAIN EMPLOYEE PROPERLY ON REQUIREMENTS
2	2	0	2190102	EMPLOYEE VIOLATES PROHIBITIONS
4	4	0	2190023F	NON-FEDERAL PROVISIONS NOT CLEARLY DESCRIBED AS INDEPENDENT AUTHORITY
29	67	0	2190023E	EDUCATIONAL MATERIALS FAIL TO EXPLAIN REQUIREMENTS OF THIS PART AND/OR INCLUDE REQUIRED CONTENT
30	52	0	2190023D	FAILURE TO PROVIDE EDUCATIONAL MATERIALS

3	22	0	2190023C	USE OF SUBPART C FORM FOR OTHER TEST
35	55	1	2190023B	FAILURE TO PROVIDE WRITTEN NOTICE OF BASIS FOR FRA TEST OR USE OF DOT FORM FOR NON-FEDERAL TEST
5	5	0	2190023A	FAILURE TO PROVIDE WRITTEN NOTICE OF FRA TEST
68	143	2	2190011G	FAILURE TO MEET SUPERVISORY TRAINING REQUIREMENTS OR PROGRAM OF INSTRUCTION NOT AVAILABLE OR PROGRAM NOT COMPLETE
1	1	0	2190011D	EMPLOYEE UNLAWFULLY REQUIRED TO EXECUTE A WAIVER OF RIGHTS
23	33	0	2190003	RAILROAD DOES NOT HAVE REQUIRED PROGRAM
3	3	0	218007505	MANUALLY OPERATED SWITCH PROVIDING ACCESS TO TRACK ON WHICH OCCUPIED CAMP CAR(S) ARE LOCATED NOT SECURED WITH AN EFFECTIVE LOCKING DEVICE AND/OR SPIKE
1	1	0	2180075	DESCRIPTION NOT PROVIDED BY RRS-10
1	1	0	218007303	WARNING SIGNAL NOT ILLUMINATED AT NIGHT.
2	2	0	218007302	WARNING SIGNAL DOES NOT DISPLAY "OCCUPIED CAMP CAR" WITH BLACK LETTERING ON WHITE DISK.
2	3	0	218007301	FAILURE TO DISPLAY WARNING SIGNAL.
11	11	1	2180059	OPERATION WITH DISABLED SAFETY DEVICE-RAILROAD
2	2	1	2180057	OPERATION WITH DISABLED SAFETY DEVICE-INDIVIDUAL
86	107	5	2180055	TAMPERING WITH SAFETY DEVICES
1	1	0	2180039A1	When transportation employees working in the bowl track(s) are required to place themselves between rolling equipment, the operator of any remotely co
1	1	0	2180037C	WHENEVER FEDERAL, STATE OR LOCAL FIRE REGULATIONS PROHIBIT THE USE OF FUSEES, EACH RAILROAD WITHIN THAT JURISDICTION SHALL PROVIDE ALTERNATE OOPERATIN
9	12	1	2180037A1	Each railroad shall have in effect an operating rule which complies with the requirements of this section (a) (1)
23	25	0	2180037	FLAG PROTECTION.
3	3	0	2180035A2	Timetable, train orders or special instruction
12	14	2	2180035A1	Yard limit signs
4	45	0	2180030C1	Name and craft of the employee in charge
1	1	0	2180030B2	WRITTEN NOTIFICATION RECORD INCOMPLETE OR DOES NOT CONTAIN THE REQUIRED INFORMATION
1	2	0	2180030A2	NO LOCKING DEVICE APPLIED TO SWITCH CONTROL
1	1	1	2180029F9	BLUE SIGNALS AVAILABLE AND NOT USED
4	4	0	2180029F1	PROTECTED EQUIPMENT POSITIONED LESS THAN 150 FEET FROM DERAIL
2	27	0	2180029E6	INEFFECTIVE LOCKING DEVICE ON DERAIL
3	3	0	2180029E4	DERAIL INEFFECTIVE OR NOT APPLIED IN DERAILING POSITION
3	5	0	2180029E3	BLUE SIGNAL NOT DISPLAYED AT DERAIL
4	4	0	2180029E2	PROTECTED EQUIPMENT POSITIONED LESS THAN 50 FEET FROM DERAIL
3	3	0	2180029D4	SWITCH PROVIDING ACCESS TO SHOP AREA NOT LOCKED
1	1	0	2180029D3	SWITCH PROVIDING ACCESS TO SHOP AREA NOT LINED AGAINST MOVEMENT
2	2	0	2180029D2	BLUE SIGNAL NOT DISPLAYED AT EACH SWITCH PROVIDING ACCESS TO SHOP AREA
2	2	0	2180029C5	BLUE SIGNAL PROTECTION NOT IMMEDIATELY RESTORED FOLLOWING MOVEMENT IN/OUT OF SERVICE AREA
1	1	0	2180029C2	LOCOMOTIVE MOVED WITHIN OR OFF SERVICE AREA WITHOUT REMOVAL OF BLUE SIGNALS
1	1	0	2180029C	(c) When working on under, or between any equipment on any track other than a main track: 1 and 2 apply
3	3	0	2180029B6	INEFFECTIVE LOCKING DEVICE ON DERAIL
14	17	0	2180029B5	DERAIL NOT LOCKED

14	17	2	2180029B4	DERAIL INEFFECTIVE OR NOT APPLIED IN DERAILING POSITION
9	20	1	2180029B3	BLUE SIGNAL NOT DISPLAYED AT DERAIL
7	7	0	2180029B2	PROTECTED EQUIPMENT POSITIONED LESS THAN 50 FEET FROM DERAIL
4	5	0	2180029A7	BLUE SIGNAL ATTACHED TO CONTROLLING LOCOMOTIVE, BUT NOT READILY VISIBLE TO THE LOCOMOTIVE ENGINEER OR OPERATOR AT THE CONTROLS OF THE LOCOMOTIVE
9	14	4	2180029A6	BLUE SIGNAL NOT ATTACHED TO CONTROLLING LOCOMOTIVE
8	8	1	2180029A5	SWITCH PROVING ACCESS TO SERVICE AREA NOT LOCKED WITH AN EFFECTIVE LOCKING DEVICE
4	4	0	2180029A4	SWITCH PROVIDING ACCESS TO SERVICE AREA NOT LOCKED
1	1	0	2180029A3	SWITCH PROVIDING ACCESS TO SERVICE AREA NOT LINED AGAINST MOVEMENT
8	8	0	2180029A2	BLUE SIGNAL NOT DISPLAYED AT EACH SWITCH PROVIDING ACCESS TO SERVICE AREA
1	1	1	2180029A	(a) When workers are on,under or between rolling equipment in a locomotive servicing area: 1 through 7 apply
2	2	0	2180027X	DESCRIPTION NOT PROVIDED BY RRS-10
1	1	0	2180027E2	BLUE SIGNAL ATTACHED TO CONTROLLING LOCOMOTIVE, BUT NOT READILY VISIBLE TO THE LOCOMOTIVE ENGINEER OR OPERATOR AT THE CONTROLS OF THE LOCOMOTIVE
11	11	4	2180027E1	BLUE SIGNAL NOT ATTACHED TO CONTROLLING LOCOMOTIVE
3	3	0	2180027E	(e) A blue signal must be attached to the controlling locomotive readily visable to the engineman/operator at the controlsof that locomotive
1	1	1	2180027D2	CROSSOVER SWITCHES NOT LINED AGAINST MOVEMENT AND LOCKED WITH AN EFFECTIVE LOCKING DEVICE
2	2	1	2180027D1	BLUE SIGNAL NOT DISPLAYED AT OR NEAR CROSSOVER SWITCH PROVIDING ACCESS TO PROTECTED TRACK
20	22	0	2180027B3	LOCKING DEVICE ON SWITCH INEFFECTIVE
21	22	3	2180027B2	ONE OR MORE SWITCHES NOT LOCKED
7	8	4	2180027B1	ONE OR MORE SWITCHES NOT LINED AGAINST MOVEMENT
15	15	4	2180027B	(b) Each manually operated switch must be lined against movement to that track and locked with an effective locking device
30	34	4	2180027A2	BLUE SIGNAL NOT DISPLAYED AT ONE OR MORE MANUALLY OPERATED SWITCHES
1	1	0	2180027A1	NO EXCEPTION TAKEN, BLUE SIGNAL PROTECTION PROPERLY DISPLAYED ON OTHER THAN MAIN TRACK
4	4	1	2180027A	(a) A blue signal must be displayed near each manuallyoperated switch providing access to that track
3	3	2	2180027	PROTECTION OF WORKMEN ON OTHER THAN MAIN TRACK.
1	1	0	2180025X	DESCRIPTION NOT PROVIDED BY RRS-10
1	1	1	2180025C	(c) When emergency work is to be done and blue signals are not available the engineman /operator must be notified and effective measures must be take
1	1	0	2180025B2	BLUE SIGNAL ATTACHED TO CONTROLLING LOCOMOTIVE, BUT NOT READILY VISIBLE TO THE LOCOMOTIVE ENGINEER OR OPERATOR AT THE CONTROLS OF THE LOCOMOTIVE
12	12	5	2180025B1	BLUE SIGNAL NOT ATTACHED TO CONTROLLING LOCOMOTIVE
7	7	3	2180025B	(b) A blue signal must be attached to the controlling locomotive readily visable to the engineman/operator at the controlsof that locomotive
20	21	4	2180025A2	BLUE SIGNAL NOT DISPLAYED AT ONE OR MORE ENDS OF ROLLING EQUIPMENT
2	2	1	2180025	PROTECTION OF WORKMEN ON MAIN TRACK.
1	1	1	2180023B2	BLUE SIGNAL PROTECTION REMOVED BY SOMEONE OTHER THAN BY THE SAME CRAFT OR GROUP OF WORKMAN THAT DISPLAYED IT
18	18	4	2180023B1	BLUE SIGNALS NOT DISPLAYED IN ACCORDANCE WITH PARTS 218.25, 218.27 OR 218.29 BY EACH CRAFT OR GROUP OF WORKMAN
1	1	0	2180023B	DESCRIPTION NOT PROVIDED BY RRS-10

4	4	1	2180023A3	OTHER ROLLING EQUIPMENT PLACED ON THE SAME TRACK THAT REDUCES OR BLOCKS THE VIEW OF A BLUE SIGNAL, EXCEPT AS PROVIDED FOR IN 218.29 (A), (B), AND (C)
1	1	1	2180023A2	EQUIPMENT MOVED WHILE UNDER BLUE SIGNAL PROTECTION EXCEPT AS PROVIDED IN PART 218.29
4	4	0	2180022E1	FAILURE TO MEET COMMUNICATION REQUIREMENTS AS REQUIRED BY THIS PART
4	4	0	2180022D1	FAILURE OF UTILITY EMPLOYEE TO COMMUNICATE INFORMATION TO DESIGNATED TRAIN CREW MEMBER REGARDING THE TERMINATION OF DUTIES
4	4	0	2180022C5	OTHER DUTIES PERFORMED WITHOUT BLUE SIGNAL PROTECTION
2	2	1	2180022C4	DESIGNATED TRAIN CREW MEMBER - FAILURE TO PROVIDE REQUIRED NOTIFICATION TO OTHER TRAIN CREW MEMBERS REGARDING THE PRESENCE OF THE UTILITY EMPLOYEE AND
3	3	2	2180022C3	FAILURE TO ESTABLISH COMMUNICATION WITH DESIGNATED TRAIN CREW MEMBER BEFORE COMMENCING DUTIES
1	1	0	2180022C2	TRAIN CREW MEMBER - LOCOMOTIVE ASSIGNED TO TRAIN CREW NOT UNDER CONTROL OF ASSIGNED TRAIN CREW MEMBER
1	1	0	2180022C1	TRAIN CREW MEMBER - LOCOMOTIVE ASSIGNED TO TRAIN CREW NOT UNDER CONTROL OF ASSIGNED LOCOMOTIVE ENGINEER
5	5	2	2180022B1	CONCURRENT SERVICE PERFORMED BY UTILITY EMPLOYEE WITH MORE THAN ONE TRAIN CREW
4	4	0	2180022	Utiltiy Employee failure to comply with any of the subparts (a) through (h)
1	1	0	2170011B2	THE PROGRAM OF INSTRUCTION ON OPERATING RULES DID NOT STATE THE FREQUENCY OF INSTRUCTION
5	5	0	2170011B1	THE PROGRAM OF INSTRUCTION ON OPERATING RULES DID NOT DESCRIBE THE MEANS AND PROCEDURES USED FOR INSTRUCTION OF THE VARIOUS CLASSES OF EMPLOYEES
4	4	0	2170011B	THE RAILROAD FAILED TO RETAIN AT LEAST ONE COPY OF ITS CURRENT PROGRAM OF PERIODIC INSTRUCTION AND EACH SUBSEQUENT AMENDMENT TO THAT PROGRAM AT ITS SY
14	14	1	2170011A	RAILROAD FAILED TO PERIODICALLY INSTRUCT EMPLOYEES ON THE MEANING AND APPLICATION OF THE RAILROAD'S OPERATING RULES IN ACCORDANCE WITH ITS WRITTEN PRO
1	1	0	21700112B	THE RECORDS REQUIRED BY 49 CFR PART 217.11 (A) & (B) WERE NOT MADE AVAILABLE TO REPRESENTATIVES OF THE FRA FOR INSPECTION AND COPYING DURING NORMAL BU
13	13	1	21700111B	THE RAILROAD FAILED TO RETAIN AT LEAST ONE COPY OF ITS CURRENT PROGRAM OF PERIODIC INSTRUCTION AND EACH SUBSEQUENT AMENDMENT TO THAT PROGRAM AT THE DI
1	1	0	2170009E5	THE RAILROAD FAILED TO PROVIDE REPRESENTATIVES OF THE FRA WITH IMMEDIATE ACCESS TO THE RECORDS FOR INSPECTION AND COPYING DURING NORMAL BUSINESS HOUR
2	2	0	2170009E3	THE TERMINAL REQUIRED BY 49 CFR PART 217.9 (E)(2) COULD NOT RETRIEVE AND PRODUCE INFORMATION IN A USABLE FORMAT FOR IMMEDIATE REVIEW BY FRA REPRESENTA
1	1	0	2170009D	BY 1 MARCH OF A CALENDER YEAR A RAILROAO WITH MORE THAN 400 MANHOURS FAILED TO HAVE PREPARED AN ANNUAL SUMMARY OF OPERATIONAL TESTS AND INSPECTIONS
39	455	5	2170009C	NO RECORD OF AN OPERATIONAL TEST AND INSPECTION NOTING DATE, TIME, PLACE OR RESULT OF THAT TEST OR INSPECTION
8	8	0	2170009B4	THE WRITTEN PROGRAM FOR PERIODIC PERFORMANCE OF THE OPERATIONAL TESTS AND INSPECTIONS FAILED TO STATE, ACCORDING TO OPERATING DIVISIONS WHERE APPLICA
8	8	0	2170009B3	THE WRITTEN PROGRAM FOR PERIODIC PERFORMANCE OF THE OPERATIONAL TESTS AND INSPECTIONS FAILED TO STATE THE PURPOSE OF EACH TYPE OF OPERATIONAL TEST AN
26	37	1	2170009B2	THE WRITTEN PROGRAM FOR PERIODIC PERFORMANCE OF THE OPERATIONAL TESTS AND INSPECTIONS FAILED TO DESCRIBE EACH TYPE OF OPERATIONAL TEST AND INSPECTION
15	33	0	2170009B1	THE WRITTEN PROGRAM FOR PERIODIC PERFORMANCE OF THE OPERATIONAL TESTS AND INSPECTIONS FAILED TO PROVIDE FOR TESTING AND INSPECTION UNDER THE VARIOUS
3	3	0	2170009B	RAILROAD FAILED TO RETAIN AT LEAST ONE COPY OF ITS CURRENT WRITTEN PROGRAM FOR PERIODIC PERFORMANCE OF THE OPERATIONAL TESTS AND INSPECTIONS REQUIRED

268	2,128	51	2170009A	RAILROAD FAILED TO PERIODICALLY CONDUCT OPERATIONAL TESTS AND INSPECTIONS IN ACCORDANCE WITH THE RAILROAD'S WRITTEN PROGRAM
2	2	1	21700095C	RECORDS OF TESTS AND INSPECTIONS WERE NOT MADE AVAILABLE TO FRA REPRESENTATIVES FOR EITHER INSPECTOR OR COPYING DURING NORMAL WORKING HOURS
2	2	0	21700095B	RECORDS REQUIRED BY THE WRITTEN PROGRAM OF OPERATIONAL TESTS AND INSPECTIONS WERE NOT MADE AVAILABLE TO REPRESENTATIVES OF THE FRA FOR INSPECTION AND
1	1	1	21700094D	A WRITTEN COPY OF THE ANNUAL SUMMARY OF OPERATIONAL TESTS AND INSPECTIONS WAS NOT MADE AVAILABLE TO REPRESENTATIVES OF THE FRA FOR INSPECTION AND COPY
2	2	0	21700094C	RECORDS OF INDIVIDUAL TESTS AND INSPECTIONS WERE NOT MAINTAINED AT THE DIVISION HEADQUARTERS OF THE RAILROAD FOR ONE CALENDAR YEAR AFTER THE END OF TH
1	1	0	21700093C	RECORDS OF INDIVIDUAL TESTS AND INSPECTIONS WERE NOT MAINTAINED AT THE SYSTEM HEADQUARTERS OF THE RAILROAD FOR ONE CALENDAR YEAR AFTER THE END OF THE
1	1	0	21700093B	RAILROAD FAILED TO RETAIN AT LEAST ONE COPY OF EACH AMENDMENT TO ITS PROGRAM OF OPERATIONAL TESTS AND INSPECTIONS AT DIVISION HEADQUARTERS
1	1	0	21700092D	A RAILROAD WITH MORE THAN 400 MANHOURS FAILED TO RETAIN ONE COPY OF THE WRITTEN SUMMARY OF ANNUAL SUMMARY OF OPERATIONAL TESTS AND INSPECTIONS AT ITS
6	7	0	21700092C	RECORD OF OPERATIONAL TEST AND INSPECTION DID NOT SPECIFY EACH EMPLOYEE TESTED
1	1	0	21700091D	A RAILROAD WITH MORE THAN 400 MANHOURS FAILED TO RETAIN ONE COPY OF THE WRITTEN SUMMARY OF ANNUAL SUMMARY OF OPERATIONAL TESTS AND INSPECTIONS AT ITS
2	2	0	21700091C	RECORD OF OPERATIONAL TEST AND INSPECTION DID NOT SPECIFY THE OFFICER ADMINISTERING THE TEST AND INSPECTION
26	28	4	21700091B	RAILROAD FAILED TO RETAIN AT LEAST ONE COPY OF ITS CURRENT WRITTEN PROGRAM FOR PERIODIC PERFORMANCE OF THE OPERATIONAL TESTS AND INSPECTIONS REQUIRED
9	15	0	2170007C	A CLASS III RAILROAD FAILED TO HAVE ON FILE AT ITS SYSTEM HEADQUARTERS A COPY OF ITS OPERATING RULES, TIMETABLE, SPECIAL INSTRUCTIONS INCLUDING ALL S
42	42	0	2150305A1	FAILURE TO STENCIL MAINTENANCE-OF-WAY EQUIPMENT AS REQUIRED
11	11	0	2150303A1	FAILURE TO STENCIL RESTRICTED CAR AS REQUIRED
1,026	1,166	2	2150301A1	FAILURE TO STENCIL CAR REPORTING MARK, NUMBER AND DATE BUILT ON FREIGHT CAR AS REQUIRED
7	26	0	2150203A1	OPERATING RESTRICTED CAR, EXCEPT UNDER FRA APPROVED CONDITIONS
5	5	0	2150129C3	SEVERELY BENT AND DISTORTED
26	33	0	2150129C2	SECUREMENT BOLTS SHEARED OFF
12	12	0	2150129C1	CUSHIONING DEVICE PART MISSING
26	28	1	2150129B1	CUSHIONING DEVICE INOPERATIVE AND NOT EFFECTIVELY IMMOBILIZED
13	17	1	2150129A1	CUSHIONING DEVICE BROKEN AND NOT EFFECTIVELY IMMOBILIZED
2	2	0	2150127G1	ARTICULATED JOINT BROKEN
5	5	1	2150127F1	FOLLOWER PLATE MISSING/BROKEN
137	139	4	2150127E2	DRAFT KEY/KEY RETAINER MISSING
87	89	0	2150127E1	DRAFT KEY/KEY RETAINER INOPERATIVE
10	10	0	2150127D2	VERTICAL COUPLER PIN RETAINER PLATE FASTENER MISSING
3	3	0	2150127D1	VERTICAL COUPLER PIN RETAINER PLATE MISSING
171	182	6	2150127C2	END OF CAR CUSHIONING UNIT INOPERATIVE
154	154	3	2150127C1	END OF CAR CUSHIONING UNIT LEAKING
66	68	7	2150127B1	COUPLER YOKE BROKEN

180	187	1	2150127A1	DRAFT GEAR INOPERATIVE
214	216	0	2150125B1	UNCOUPLING DEVICE UNINTENTIONAL UNCOUPLING
43	46	0	2150125A1	UNCOUPLING DEVICE FOULING ON CURVE
8	8	0	2150123F7	COUPLER LOCK BROKEN
2	2	0	2150123F6	COUPLER LOCK CRACKED
1	1	0	2150123F5	COUPLER LOCK BENT
17	17	0	2150123F4	COUPLER LOCK INOPERATIVE
7	7	0	2150123F3	COUPLER LOCK MISSING
1,899	1,956	1	2150123F2	COUPLER WITH NO ANTI-CREEP PROTECTION
307	319	10	2150123F1	COUPLER LOCKLIFT INOPERATIVE
1	1	0	2150123E3	ARTICULATED CAR; RETAINER PIN LOCK MISSING
28	29	0	2150123E2	COUPLER RETAINER PIN LOCK BROKEN
40	40	0	2150123E1	COUPLER RETAINER PIN LOCK MISSING
1	1	0	2150123D3	ARTICULATED CAR; COUPLER PIN MISSING
2,732	2,763	2	2150123D2	COUPLER KNUCKLE PIN/KNUCKLE THROWER INOPERATIVE
2,470	2,512	16	2150123D1	COUPLER KNUCKLE PIN/KNUCKLE THROWER MISSING
313	322	0	2150123C2	COUPLER KNUCKLE CRACKED ALONG INSIDE PULLING FACE
31	31	0	2150123C1	COUPLER KNUCKLE BROKEN
697	703	38	2150123B1	COUPLER CRACKED OUTSIDE SHADED AREA
6	6	0	2150123A1	COUPLER SHANK BENT
52	56	3	2150121F1	CAR BODY SIDE SILLS, CROSSBARS OR BODY BOLSTER BROKEN
2	2	0	2150121E4	CAR BODY CP WITH TWO OR MORE CRACKS THROUGH CROSS SECTION OF VISIBLE PORTION
15	15	0	2150121E3	CAR BODY CENTER PLATE BROKEN OR CRACKED AS DEFINED IN THIS PART
5	5	0	2150121E2	CAR BODY CENTER PLATE ANY PORTION MISSING
147	170	2	2150121E1	CAR BODY CENTER PLATE NOT PROPERLY SECURED
18	18	1	2150121D1	CAR DOOR NOT EQUIPPED WITH OPERATIVE SAFETY HANGERS
2	2	0	2150121C3	COUPLER CARRIER NON-RESILIENT WHEN USED WITH COUPLER WITH F HEAD
18	18	6	2150121C2	COUPLER CARRIER MISSING
181	187	10	2150121C1	COUPLER CARRIER BROKEN
20	65	0	2150121B9	ONE OF TWO LONGITUDINAL OUTBOARD SILLS -- BENT -BUCKLED
17	17	4	2150121B8	ONE OF TWO LONGITUDINAL OUTBOARD SILLS -- CRACKED 6"
6	6	0	2150121B7	ONE OF TWO LONGITUDINAL OUTBOARD SILLS -- BROKEN
6	7	0	2150121B4	FIXED SILL OF CUSHION UNDERFRAME CAR CRACKED MORE THAN 6" OR BROKEN
3	3	2	2150121B3	CENTER SILL BENT OR BUCKLED MORE THAN 2 1/2" IN ANY 6-FOOT LENGTH
22	22	1	2150121B2	CENTER SILL CRACKED MORE THAN 6"
7	8	0	2150121B1	CENTER SILL BROKEN
173	188	0	2150121A1	CAR BODY CLEARANCE IMPROPER - LESS THAN 2 1/2" FROM TOP OF RAIL
3	3	0	2150119F1	BRAKE BEAM SHELF SUPPORTS WORN - SHELF WILL NOT SUPPORT BEAM
165	193	3	2150119E1	TRUCK BOLSTER AND CENTER PLATE INTERFERENCE PREVENTING ROTATION
11	13	3	2150119D4	TRUCK SPRINGS THREE OR MORE SPRINGS BROKEN
85	95	10	2150119D3	TRUCK SPRINGS-TWO OR MORE BROKEN IN A CLUSTER
9	17	0	2150119D2	TRUCK SPRINGS THAT ARE COMPRESSED SOLID
62	71	0	2150119D1	TRUCK SPRINGS THAT WILL NOT MAINTAIN TRAVEL OR LOAD

67	77	0	2150119C4	EXCESSIVE SIDE BEARING CLEARANCE ON OPPOSITE SIDES AT DIAGONAL ENDS OF CAR
239	266	10	2150119C3	FREIGHT CAR TRUCKS EXCESSIVE SIDE BEARING CLEARANCE AT ONE END OF CAR
271	356	2	2150119C2	FREIGHT CAR TRUCKS SIDE BEARING IN CONTACT EXCEPT BY DESIGN
369	422	26	2150119C1	FREIGHT CAR TRUCKS HAVING MISSING OR BROKEN SIDE BEARING
225	284	4	2150119B3	FREIGHT CAR TRUCKS INEFFECTIVE HYDRAULIC SNUBBING DEVICE
725	943	12	2150119B2	FREIGHT CAR TRUCK FRICTION SNUBBER WEAR PLATE --LOOSE MISSING WORN
397	522	16	2150119B1	FREIGHT CAR TRUCKS HAVING INEFFECTIVE SNUBBING DEVICES
9	9	0	2150119A3	TRUCK SIDE FRAME/BOLSTER CRACK 1" OR MORE IN TRANSVERSE DIRECTION ON TENSION MEMBER
1	1	0	2150119A2	TRUCK SIDE FRAME/BOLSTER CRACK 1/4" OR MORE IN TRANSVERSE DIRECTION ON TENSION
23	24	9	2150119A1	FREIGHT CAR TRUCKS SIDE FRAME OR BOLSTER BROKEN
463	534	0	2150117E1	ROLLER BEARING ADAPTER RESILIENT WEAR PLATE DEFECTIVE OR NOT IN POSITION
1	1	0	2150117D1	ROLLER BEARING ADAPTER BLOCK ON SINGLE AXLE TRUCK OUT OF ITS DESIGNED POSITION, BROKEN OR MISSING
447	560	25	2150117C1	ROLLER BEARING ADAPTER WORN EXCESSIVELY IN RELIEF PORTION
108	126	14	2150117B1	ROLLER BEARING ADAPTER NOT IN DESIGNED POSITION
23	27	8	2150117A1	ROLLER BEARING ADAPTER CRACKED OR BROKEN
2	2	0	2150115B3	ROLLER BEARING-FAILURE TO REPAIR/REPLACE WHEN DEFECTIVE DUE TO DERAILMENT
33	43	3	2150115B1	ROLLER BEARING-FAILURE TO INSPECT IF INVOLVED IN DERAILMENT
1	1	0	2150115A6	ROLLER BEARING HAVING LOOSE OR MISSING CAP SCREW WITH CAP SCREW SEAL RINGS
6	16	0	2150115A5	ROLLER BEARING CAP SCREW LOCK APPLIED, MISSING, BROKEN
2	3	0	2150115A4	ROLLER BEARING HAVING TWO OR MORE MISSING CAP SCREWS
168	177	11	2150115A3	ROLLER BEARING SEAL LOOSE/DAMAGED PERMITTING LOSS OF LUBRICANT
5	6	0	2150115A2	ROLLER BEARING HAVING LOOSE OR MISSING CAP SCREW
2	2	0	2150115A1	ROLLER BEARING CAP SCREW LOCK IMPROPERLY APPLIED, BROKEN OR MISSING
1	1	0	2150113D1	PLAIN BEARING WEDGE NOT LOCATED IN DESIGNATED POSITION
1	1	0	2150109C1	PLAIN BEARING BOX LUBE PAD WITH DECAYING/DETERIORATED FABRIC
16	16	0	2150107B1	PLAIN BEARING BOX LID IS MISSING, BROKEN OR OPEN EXCEPT TO RECEIVE SERVICE.
2	2	0	2150105B1	AXLE WITH GOUGE BETWEEN WHEEL SEATS MORE THAN 1/8" DEEP
2	2	0	2150103H2	WHEEL OVERHEATED DISCOLORATION MORE THAN 4 1/2" ON BOTH SIDES OF WHEEL
5	5	0	2150103H1	WHEEL OVERHEATED DISCOLORATION MORE THAN 4" ON BOTH SIDES OF WHEEL
3	4	0	2150103F4	WHEEL HAS 2 ADJOINING FLAT/SHELLED SPOTS 1 AT LEAST 2" LONG; OTHER 2 1/2" OR LONGER
40	49	10	2150103F3	WHEEL HAS A SINGLE FLAT OR SHELLED SPOT 3" OR MORE IN LENGTH
12	12	0	2150103F2	WHEEL HAS TWO ADJOINING FLAT/SHELLED SPOTS EACH OF WHICH IS MORE THAN 2" IN LENGTH
195	220	13	2150103F1	WHEEL HAS FLAT/SHELLED SPOT MORE THAN 2 1/2" IN LENGTH
1	1	0	2150103E1	WHEEL HAS CHIP/GOUGE IN FLANGE 1 1/2" LENGTH AND 1/2" OR MORE IN WIDTH
1	1	0	2150103D3	WHEEL PLATE CRACKED/BROKEN
3	3	0	2150103D2	WHEEL FLANGE CRACKED/BROKEN
10	10	2	2150103D1	WHEEL RIM CRACKED/BROKEN
2	2	0	2150103C1	WHEEL RIM THICKNESS IS 11/16" OR LESS
2	2	0	2150103B3	WHEEL FLANGE IS 1 3/4" OR MORE FROM THE TREAD TO TOP OF FLANGE
7	7	1	2150103B2	WHEEL FLANGE IS 1 5/8" OR MORE FROM THE TREAD TO TOP OF FLANGE
471	505	72	2150103B1	WHEEL FLANGE IS 1 1/2" OR MORE FROM THE TREAD TO TOP OF FLANGE

2	2	0	2150103A3	WHEEL FLANGE THICKNESS 3/4" OR LESS AT 3/8" ABOVE THE TREAD
2	2	0	2150103A2	WHEEL FLANGE THICKNESS 13/16" OR LESS AT 3/8" ABOVE THE TREAD
91	95	18	2150103A1	WHEEL FLANGE THICKNESS 7/8" OR LESS AT 3/8" ABOVE THE TREAD
103	165	79	2150013A2	FAILURE TO PERFORM APPENDIX D PRE-DEPARTURE INSPECTION
88	88	68	2150013A1	FAILURE TO PERFORM PRE-DEPARTURE INSPECTION
3	52	1	2150011B2	RAILROAD FAILS TO MAINTAIN WRITTEN RECORD OF THE BASIS FOR INSPECTOR DESIGNATION.
4	53	1	2150011B1	RAILROAD FAILS TO MAINTAIN WRITTEN RECORD OF EACH DESIGNATION IN EFFECT
2	2	0	2150011A2	PERSONS DESIGNATED DON'T HAVE KNOWLEDGE/ABILITY TO INSPECT CARS FOR COMPLIANCE
3	3	0	2150011A1	RAILROAD FAILS TO DESIGNATE QUALIFIED PERSONS TO INSPECT FREIGHT CARS
28	28	1	2150009C1	IMPROPER OR NO RECORD FOR MOVEMENT OF DEFECTIVE CAR FOR REPAIRS
84	87	1	2150009A3	FAILURE TO PROVIDE THE REQUIRED INFORMATION ON TAG OR CARD
5	5	0	2150009A2	FAILURE TO PRESCRIBE REQUIREMENTS FOR MOVEMENT OF NON-COMPLYING CARS
43	43	6	2150009A1	FAILURE TO MEET CONDITIONS FOR MOVEMENT OF DEFECTIVE CARS FOR REPAIRS
7	7	0	214053304	Failure to maintain record for one year or failure to make record available to FRA for inspection and copying.
1	1	0	214053302	Failure of employer to effect repairs within seven days of receiving part or failure of employer to remove from service within 30 days any machine or
1	1	0	214053101	Failure to effect repairs within seven calendar days.
1	5	0	214052901	Operating machine after failure of primary braking system for longer period than permitted, without using secondary braking system or coupling to anot
5	6	0	214052705	Failure to replace missing, defective, or discharged fire extinguisher with temporary replacement fire extinguisher or failure to replace permanently
29	40	0	214052702	Failure of operator to tag, date, or report non-complying machine condition in prescribed manner.
10	11	0	214052701	Failure of operator to check machine for compliance.
1	1	0	214052501	Towing when tow bar or other coupling device is missing or does not provide safe and secure attachment
3	4	0	214052307	Non-complying alarms and warning lights/beacons not repaired or replaced in 7 calendar days.
17	18	0	214052306	Failure of operator to tag, date, or report non-complying hi-rail condition in prescribed manner.
21	32	0	214052305	Failure of operator to check hi-rail for compliance prior to using vehicle at start of work shift.
30	30	0	214052304	360-degree intermittent warning light or beacon missing, improperly mounted, or inoperable.
14	14	0	214052303	New hi-rail change-of-direction or backup alarm missing or fails to provide distinguishable 3-second audible signal.
39	45	0	214052302	Failure to keep hi-rail inspection record until the next annual inspection is performed or failure to make the record available to FRA for inspection
57	64	2	214052301	Failure to annually inspect hi-rail gear.
15	18	0	214052103	Failure to provide flagging kit to lead or trailing machines in a roadway work group.
15	16	0	214052102	Flagging kit does not comply with operating rules of the railroad that owns the trackage on which the equipment is being operated.
15	16	0	214052101	Flagging kit not provided for required machine or hi-rail that is not part of a roadway work group.
55	59	2	214051901	Floors, decks, stairs, and ladders improperly designed or not maintained to provide secure access and footing.
7	10	0	214051801	A safe and secure position for each roadway worker riding on the machine, other than the machine operator(s), is not clearly identified by stenciling.
3	3	0	214051706	Failure to retrofit with a turntable restraint device or warning light.

9	9	0	214051705	Failure to install safety glass or replace when defective.
5	8	0	214051704	Failure to retrofit with reflective material, reflective device, or operable brake lights.
8	12	0	214051703	Failure to clearly display known light weight of machine.
1	1	0	214051702	Failure to retrofit with an operative heater.
4	6	0	214051701	Failure to retrofit with change-of-direction alarm, rearview mirror, or other rearward viewing device.
12	12	0	214051303	Illumination device or portable light missing, inoperable, or improperly secured, or fails to illuminate for 300 feet.
2	2	0	214051302	Machine not retrofitted with horn or audible warning device, or device is inoperable or has triggering device that is not clearly identifiable and wit
27	35	0	214051102	Automatic change-of-direction alarm is missing or fails to provide distinguishable, 3-second audible signal.
2	3	0	214051101	Horn or audible device is missing or fails to produce enough sound within the work area to provide warning or has a triggering mechanism not clearly i
1	1	0	214050905	Visual reflective equipment that aids in rearward viewing, such as rearview mirrors, missing or broken.
8	9	0	214050904	Brake light fails to activate by braking system, is missing or broken, or fails to illuminate for 300 feet.
22	24	0	214050903	360-degree intermittent warning light or beacon missing, improperly mounted, or inoperable.
1	1	0	214050902	Work lights missing, broken, or inoperable during required times or in dark areas.
8	11	0	214050901	Illumination device missing, broken, inoperable, or fails to illuminate for 300 feet.
1	1	0	214050710	New machine without conspicuous display of as-built light weight.
2	2	0	214050709	New machine weighing more than 32,500 pounds, operating more than 20mph, not equipped with accurate speed indicator.
56	77	0	214050707	Failure to equip new machine with operative and charged fire extinguisher.
20	20	0	214050706	Failure to equip new machine with readily accessible first aid kit as required.
1	1	0	214050703	Failure to equip new machine with positive securement for turntable.
1	2	0	214050505	Personal protective respiratory equipment not provided by employer for each employee in the cab of new or "designated" existing on-track maintenance m
1	1	0	214050503	Failure of employer to maintain required list of machines or make list available for copying by FRA.
1	1	0	214050502	Failure of new or "designated" existing on-track maintenance machines to protect employees from exposure to air contaminants in accordance with 29 CFR
2	2	0	214050303	Employer failed to have or follow written procedures to resolve good-faith challenges of roadway maintenance machines or hi-rail vehicles that do not
4	4	0	214050301	Failure of employee to notify employer that the machine or vehicle does not comply with FRA regulations or has a condition inhibiting safe operation.
6	12	0	214034313	FAILURE TO PROVIDE RECORDS OF QUALIFICATIONS TO FRA
4	4	0	214034311	INCOMPLETE RECORDS OF QUALIFICATIONS
10	19	0	214034309	FAILURE TO MAINTAIN RECORDS OF QUALIFICATIONS
5	16	0	214034305	FAILURE TO PROVIDE ANNUAL TRAINING
18	56	38	214034303	FAILURE TO PROVIDE INITIAL TRAINING
1	1	0	214034301	FAILURE OF RAILROAD PROGRAM TO INCLUDE TRAINING PROVISIONS
6	6	4	214034111	ROADWAY MAINTENANCE MACHINE NOT CLEAR OF PASSING TRAINS
2	2	0	214034107	OPERATOR UNFAMILIAR WITH SAFETY INSTRUCTIONS FOR MACHINE
33	43	2	214034103	FAILURE TO PROVIDE OPERATING INSTRUCTIONS
332	382	64	214033903	FAILURE OF TRAIN TO GIVE AUDIBLE WARNING WHERE REQUIRED
19	19	2	214033901	FAILURE TO REQUIRE AUDIBLE WARNING FROM TRAINS
2	2	0	214033723	FAILURE TO PRODUCE WRITTEN STATEMENT OF ON-TRACK SAFETY TO FRA

4	6	0	214033721	INCOMPLETE WRITTEN STATEMENT OF ON-TRACK SAFETY
8	8	0	214033719	FAILURE TO PREPARE WRITTEN STATEMENT OF ON-TRACK SAFETY
1	1	0	214033717	LONE WORKER UNABLE TO MAINTAIN VIGILANT LOOKOUT
1	1	0	214033715	FAILURE TO MAINTAIN ACCESS TO PLACE OF SAFETY CLEAR OF LIVE TRACKS
1	1	0	214033713	USE OF INDIVIDUAL TRAIN DETECTION WHILE A TRAIN IS PASSING
4	4	0	214033711	USE OF INDIVIDUAL TRAIN DETECTION WITH INTERFERING NOISE
1	1	0	214033709	USE OF INDIVIDUAL TRAIN DETECTION WITH INSUFFICIENT VISIBILITY
4	4	0	214033707	USE OF INDIVIDUAL TRAIN DETECTION IN CONTROLLED POINT OR MANUAL INTERLOCKING
3	3	0	214033705	USE OF INDIVIDUAL TRAIN DETECTION WHILE ENGAGED IN HEAVY OR DISTRACTING WORK
4	4	0	214033505	FAILURE TO PROVIDE TRAIN APPROACH WARNING OR WORKING LIMITS ON ADJACENT TRACK WHERE REQUIRED
2	3	2	214033503	MEMBER OF ROADWAY WORK GROUP FOULING A TRACK WITHOUT AUTHORITY OF EMPLOYEE IN CHARGE
7	15	1	214033501	FAILURE TO PROVIDE ON-TRACK SAFETY FOR A MEMBER OF A ROADWAY WORK GROUP
3	3	0	214032917	FAILURE TO PROPERLY EQUIP A WATCHMAN/LOOKOUT
1	1	0	214032915	NON-QUALIFIED PERSON ACCEPTING ASSIGNMENT AS WATCHMAN/LOOKOUT
3	3	0	214032907	FAILURE TO PROVIDE PROPER WARNING SIGNAL DEVICES
1	1	0	214032905	ASSIGNMENT OF OTHER DUTIES TO WATCHMAN/LOOKOUT
38	38	0	214032903	FAILURE OF WATCHMAN/LOOKOUT TO GIVE FULL ATTENTION TO DETECTING APPROACH OF TRAIN
3	3	1	214032901	FAILURE TO GIVE TIMELY WARNING OF APPROACHING TRAIN
2	2	0	214032707	UNAUTHORIZED TRAIN OR EQUIPMENT LOCATED WITHIN INACCESSIBLE TRACK LIMITS
1	1	1	214032705	TRAIN OR EQUIPMENT MOVING WITHIN INACCESSIBLE TRACK LIMITS WITHOUT PERMISSION OF ROADWAY WORKER IN CHARGE
1	1	1	214032703	REMOTELY CONTROLLED SWITCH NOT PROPERLY SECURED BY CONTROL OPERATOR
49	49	7	214032701	IMPROPER CONTROL OF ENTRY TO INACCESSIBLE TRACK
1	1	0	214032303	FAILURE TO REPEAT FOUL TIME AUTHORITY TO ISSUING EMPLOYEE
2	2	2	214032111	MOVEMENT AUTHORIZED INTO LIMITS OF EXCLUSIVE TRACK OCCUPANCY WITHOUT AUTHORITY OF ROADWAY WORKER IN CHARGE
12	12	1	214032109	LIMITS OF EXCLUSIVE TRACK OCCUPANCY NOT IDENTIFIED BY PROPER PHYSICAL FEATURES.
1	1	0	214032107	FAILURE TO RECORD AUTHORITY FOR EXCLUSIVE TRACK OCCUPANCY WHEN ISSUED.
3	3	0	214032105	FAILURE TO RETAIN POSSESSION OF WRITTEN AUTHORITY FOR EXCLUSIVE TRACK OCCUPANCY.
3	4	0	214032101	IMPROPER TRANSMISSION OF AUTHORITY FOR EXCLUSIVE TRACK OCCUPANCY.
2	2	0	214031907	WORKING LIMITS RELEASED BEFORE ALL AFFECTED ROADWAY WORKERS ARE OTHERWISE PROTECTED
3	3	1	214031905	WORKING LIMITS RELEASED WITHOUT NOTIFYING ALL AFFECTED ROADWAY WORKERS
2	2	0	214031903	MORE THAN ONE ROADWAY WORKER IN CHARGE OF WORKING LIMITS ON THE SAME TRACK SEGMENT
2	2	0	214031701	ON-TRACK SAFETY RULES CONFLICT WITH THIS PART
1	1	0	214031517	FAILURE OF LONE WORKER TO COMMUNICATE WITH DESIGNATED EMPLOYEE FOR DAILY JOB BRIEFING.
7	8	0	214031513	INCORRECT INFORMATION PROVIDED TO ROADWAY WORKERS REGARDING ON-TRACK SAFETY PROCEDURES IN EFFECT.
4	4	0	214031511	FAILURE TO NOTIFY ROADWAY WORKERS OF ON-TRACK SAFETY PROCEDURES IN EFFECT.
3	3	0	214031509	DESIGNATION OF NON-QUALIFIED ROADWAY WORKER IN CHARGE OF ROADWAY WORK GROUP

1	1	0	214031507	DESIGNATION OF MORE THAN ONE ROADWAY WORKER IN CHARGE OF ONE ROADWAY WORK GROUP.
4	4	0	214031505	FAILURE TO DESIGNATE ROADWAY WORKER IN CHARGE OF ROADWAY WORK GROUP
49	62	5	214031503	INCOMPLETE JOB BRIEFING
9	11	0	214031501	FAILURE OF EMPLOYER TO PROVIDE JOB BRIEFING
50	77	3	214031303	ROADWAY WORKER FOULING A TRACK WITHOUT ASCERTAINING THAT PROVISION IS MADE FOR ON-TRACK SAFETY
17	18	2	214031301	ROADWAY WORKER FOULING A TRACK WHEN NOT NECESSARY IN THE PERFORMANCE OF DUTY
3	3	0	214031103	ROADWAY WORKERS NOT PROVIDED WITH WRITTEN PROCEDURE TO RESOLVE CHALLENGES OF ON-TRACK SAFETY PROCEDURES
13	15	0	214030903	ON-TRACK SAFETY PROGRAM DOCUMENTS ISSUED IN FRAGMENTS
29	32	1	214030901	ON-TRACK SAFETY MANUAL NOT PROVIDED TO PRESCRIBED EMPLOYEES
2	2	0	214030703	FAILURE TO DESIGNATE PRIMARY PERSON TO CONTACT FOR PROGRAM REVIEW
7	26	0	214030303	ON-TRACK SAFETY PROGRAM OF A RAILROAD INCLUDES NO INTERNAL MONITORING PROCEDURE.
2	2	1	214030301	FAILURE OF A RAILROAD TO IMPLEMENT AN ON-TRACK SAFETY PROGRAM.
1	1	0	214011503	FAILURE TO USE FOOT PROTECTION.
2	2	0	214010901	USE OF NONCONFORMING EQUIPMENT FOR SCAFFOLDING.
1	1	0	214010707	FAILURE TO PROVIDE RING BUOYS.
1	1	0	214010703	FAILURE TO USE LIFE VEST.
1	1	0	214010521	FAILURE TO PROVIDE CONFORMING EQUIPMENT IN A PERSONAL FALL ARREST SYSTEM.
1	1	0	214010511	FAILURE TO PROVIDE FOR PROMPT RESCUE AFTER FALL.
6	6	1	214010301	FAILURE TO PROVIDE FALL PROTECTION.
12	20	0	213036905	FAILURE OF RAIL INSPECTION RECORD TO PROVIDE REQUIRED INFORMATION.
8	21	0	213036904	FAILURE OF INSPECTOR TO PROVIDE REQUIRED INFORMATION.
2	4	0	213036903	FAILURE OF INSPECTOR TO SIGN REPORT.
1	4	0	213036503	FAILURE TO INSPECT AT REQUIRED FREQUENCY.
2	2	0	213035706	LOOSE, WORN, OR DEFECTIVE PARTS OF DERAIL.
2	2	0	213035501	GUARD CHECK GAGE LESS THAN ALLOWABLE.
1	1	0	213035340	INSUFFICIENT TENSION IN SPRING TO HOLD WING RAIL AGAINST POINT RAIL.
1	1	0	213035334	TREAD PORTION OF FROG WORN IN EXCESS OF ALLOWABLE.
1	1	0	213035326	INSECURE SWITCH STAND OR SWITCH MACHINE.
4	4	0	213035325	HEEL OF SWITCH INSECURE.
1	1	0	213035319	FLANGEWAY LESS THAN 1 1/2 INCHES WIDE.
2	2	0	213035318	INSUFFICIENT ANCHORAGE TO RESTRAIN RAIL MOVEMENT.
19	20	0	213035313	LOOSE, WORN, OR MISSING GUARD RAIL BOLTS.
11	11	0	213035312	LOOSE, WORN, OR MISSING FROG BOLTS.
18	26	0	213035309	LOOSE OR MISSING ADJUSTABLE RAIL BRACES.
9	9	0	213035308	LOOSE OR MISSING RIGID RAIL BRACES.
4	4	0	213035307	WORN OR MISSING COTTER PINS.
3	3	0	213035306	LOOSE, WORN, OR MISSING SWITCH ROD BOLTS.
4	4	0	213035305	LOOSE, WORN, OR DEFECTIVE SWITCH ROD.
3	3	0	213035304	LOOSE, WORN, OR DEFECTIVE CONNECTING ROD FASTENING.
1	1	0	213035302	LOOSE, WORN, OR MISSING CLIP BOLTS (TRANSIT, SIDE JAW, ECCENTRIC, VERTICAL).
1	1	0	213035108	LOOSE JOINT BARS.

10	10	0	213035107	LESS THAN 2 BOLTS PER RAIL AT ANY JOINT IN CONTINUOUS WELDED RAIL.
1	3	0	213035102	CRACKED OR BROKEN JOINT BAR (OTHER THAN CENTER-BREAK).
1	1	0	213033714	DAMAGED RAIL
4	4	1	213033704	VERTICAL SPLIT HEAD
1	1	0	213033509	METAL OBJECT CAUSING CONCENTRATED LOAD BETWEEN BASE OF RAIL AND BEARING SURFACE OF TIE PLATE.
3	3	0	213033507	FEWER THAN THREE NON-DEFECTIVE TIES EACH SIDE OF A DEFECTIVE TIE.
1	1	0	213033503	CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK.
1	1	0	213033502	NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT.
2	3	0	213033501	FEWER THAN MINIMUM ALLOWABLE NUMBER OF NON-DEFECTIVE TIES PER 39 FEET.
15	20	0	213033402	FOULED BALLAST
2	2	0	213032303	GAGE DIMENSION EXCEEDS ALLOWABLE ON CURVED TRACK.
1	1	0	213032110	VEGETATION OBSTRUCTS VISIBILITY OF GRADE CROSSING WARNING SIGNS AND SIGNALS BY THE TRAVELING PUBLIC.
8	29	0	213032105	VEGETATION PREVENTS PROPER FUNCTIONING OF SIGNAL AND/OR COMMUNICATION LINES.
1	1	0	213032104	VEGETATION INTERFERES WITH RAILROAD EMPLOYEES PERFORMING NORMAL TRACKSIDE DUTIES.
11	13	0	213032102	VEGETATION OBSTRUCTS VISIBILITY OF RAILROAD SIGNS AND FIXED SIGNALS.
1	2	0	213032101	COMBUSTIBLE VEGETATION AROUND TRACK-CARRYING STRUCTURES.
5	5	0	213031906	DRAINAGE OR WATER-CARRYING FACILITY DETERIORATED TO ALLOW SUBGRADE SATURATION.
1	2	0	213031902	DRAINAGE OR WATER-CARRYING FACILITY OBSTRUCTED BY DEBRIS.
1	1	0	213031901	DRAINAGE OR WATER-CARRYING FACILITY NOT MAINTAINED.
52	80	29	213024114	ELECTRONIC STORAGE NOT INITIATED WITHIN 24 HOURS.
1	1	0	213024113	INSPECTION REPORTS NOT AVAILABLE TO INSPECTOR OR SUBSEQUENT INSPECTORS.
1	1	0	213024112	PAPER COPIES OF RECORDS NOT MADE AVAILABLE FOR INSPECTION AND COPYING.
2	2	0	213024111	ELECTRONIC SYSTEM CORRUPTS OR LOSSES DATA.
62	278	55	213024106	FAILURE TO MAKE RECORDS AVAILABLE FOR COPYING AND INSPECTION.
38	80	0	213024105	FAILURE OF RAIL INSPECTION RECORD TO PROVIDE REQUIRED INFORMATION.
770	3,447	180	213024104	FAILURE OF INSPECTOR TO PROVIDE REQUIRED INFORMATION.
71	258	4	213024103	FAILURE OF INSPECTOR TO SIGN REPORT.
54	108	3	213024102	FAILURE OF INSPECTOR TO COMPLETE REPORT AT TIME OF INSPECTION.
315	4,023	3,166	213024101	FAILURE TO KEEP RECORDS AS REQUIRED.
6	16	0	213023703	DEFECTIVE RAIL NOT MARKED PROPERLY.
1	12	0	213023502	FAILURE TO INSPECT TRACK CROSSINGS AT REQUIRED FREQUENCY.
30	171	0	213023501	FAILURE TO INSPECT TURNOUTS AT REQUIRED FREQUENCY.
25	36	0	213023309	SIDING TRACK NOT TRAVERSED WITHIN THE REQUIRED FREQUENCY.
31	52	3	213023308	MAIN TRACK NOT TRAVERSED WITHIN THE REQUIRED FREQUENCY.
2	32	32	213023307	INSPECTION PERFORMED ON TRACK OUTSIDE OF MAXIMUM ALLOWABLE TRACK CENTER DISTANCES.
86	104	6	213023304	FAILURE TO INITIATE REMEDIAL ACTION FOR DEVIATIONS FOUND.
134	662	0	213023303	FAILURE TO INSPECT AT REQUIRED FREQUENCY.
1	6	0	213023302	TRACK BEING INSPECTED AT EXCESSIVE SPEED.
4	10	0	213023301	TRACK INSPECTED BY OTHER THAN QUALIFIED DESIGNATED INDIVIDUAL.
89	91	0	213020506	LOOSE, WORN, OR DEFECTIVE PARTS OF DERAIL.

71	72	0	213020505	IMPROPERLY INSTALLED DERAIL.
28	30	0	213020504	IMPROPER SIZE DERAIL.
10	11	0	213020502	DERAIL OPERABLE WHEN LOCKED.
34	40	0	213020501	DERAIL NOT CLEARLY VISIBLE.
40	42	1	213014303	CRACKED OR BROKEN GUARD RAIL.
29	29	0	213014302	GUARD FACE GAGE EXCEEDS ALLOWABLE.
1,315	1,397	62	213014301	GUARD CHECK GAGE LESS THAN ALLOWABLE.
159	171	1	213014101	RAISED GUARD WORN EXCESSIVELY.
427	447	0	213013907	EXCESSIVE CLEARANCE BETWEEN HOLD-DOWN HOUSING AND HORN.
235	235	0	213013906	INSUFFICIENT TENSION IN SPRING TO HOLD WING RAIL AGAINST POINT RAIL.
3	3	0	213013905	HEAD AND WEB SEPARATION IN FROG.
6	6	0	213013904	BOLT-HOLE DEFECT IN FROG.
64	64	0	213013903	TIES UNDER OR WING RAIL NOT SOLIDLY TAMPED.
115	116	0	213013902	TOE OF WING RAIL NOT FULLY BOLTED AND TIGHT.
58	58	0	213013901	OUTER EDGE OF WHEEL CONTACTING SIDE OF SPRING WING RAIL.
568	572	0	213013799	SEVERE FROG CONDITION NOT OTHERWISE PROVIDED. (ADVISORY ONLY CANNOT BE USE SOLELY TO RECOMMEND VIOLATION)
1	1	0	213013704	USE OF FLANGE BEARING FROG WHERE SPEED EXCEEDS THAT PERMITTED BY CLASS 1.
1,131	1,146	13	213013703	TREAD PORTION OF FROG WORN IN EXCESS OF ALLOWABLE.
128	128	0	213013702	FROG POINT CHIPPED, BROKEN, OR WORN IN EXCESS OF ALLOWABLE.
301	319	15	213013701	INSUFFICIENT FLANGEWAY DEPTH.
155	155	0	213013512	IMPROPER SWITCH CLOSURE DUE TO METAL FLOW.
556	556	3	213013511	UNUSUALLY CHIPPED OR WORN SWITCH POINT.
32	33	0	213013510	SWITCH POSITION INDICATOR NOT CLEARLY VISIBLE.
24	24	4	213013509	THROW LEVER OPERABLE WITH SWITCH LOCK OR KEEPER IN PLACE.
117	123	0	213013508	INSECURE CONNECTING ROD.
733	750	8	213013507	INSECURE SWITCH STAND OR SWITCH MACHINE.
3,479	3,765	0	213013506	HEEL OF SWITCH INSECURE.
206	213	0	213013505	EXCESSIVE LATERAL OR VERTICAL MOVEMENT OF SWITCH POINT.
203	208	0	213013504	OUTER EDGE OF WHEEL CONTACTING GAGE SIDE OF STOCK RAIL.
1,426	1,435	6	213013503	IMPROPER FIT BETWEEN SWITCH POINT AND STOCK RAIL.
6	6	0	213013502	STOCK RAIL CANTED BY OVERTIGHTENING RAIL BRACES.
557	602	1	213013501	STOCK RAIL NOT SECURELY SEATED IN SWITCH PLATES.
127	241	0	213013320	TURNOUT OR TRACK CROSSING FASTENINGS NOT INTACT OR MAINTAINED.
33	33	0	213013319	FLANGEWAY LESS THAN 1 1/2 INCHES WIDE.
130	130	0	213013318	INSUFFICIENT ANCHORAGE TO RESTRAIN RAIL MOVEMENT.
3	3	0	213013317	OBSTRUCTION IN FLANGEWAY OF GUARD RAIL.
8	8	0	213013316	OBSTRUCTION IN FLANGEWAY OF FROG.
12	13	0	213013315	OBSTRUCTION BETWEEN SWITCH POINT AND STOCK RAIL.
730	777	0	213013314	LOOSE, WORN OR MISSING GUARD RAIL CLAMPS, WEDGE, SEPARATOR BLOCK, END BLOCK, OR OTHER COMPONENTS.
2,061	2,356	0	213013313	LOOSE, WORN, OR MISSING GUARD RAIL BOLTS.
5,026	5,556	15	213013312	LOOSE, WORN, OR MISSING FROG BOLTS.
383	398	0	213013311	LOOSE OR MISSING SWITCH POINT STOPS.
411	444	6	213013310	MISSING SWITCH, FROG, OR GUARD RAIL PLATES.

3,687	4,039	6	213013309	LOOSE OR MISSING ADJUSTABLE RAIL BRACES.
486	607	0	213013308	LOOSE OR MISSING RIGID RAIL BRACES.
1,311	1,524	0	213013307	WORN OR MISSING COTTER PINS.
393	431	1	213013306	LOOSE, WORN, OR MISSING SWITCH ROD BOLTS.
189	213	0	213013305	LOOSE, WORN, OR DEFECTIVE SWITCH ROD.
558	566	1	213013304	LOOSE, WORN, OR DEFECTIVE CONNECTING ROD FASTENING.
98	102	0	213013303	LOOSE, WORN, OR DEFECTIVE CONNECTING ROD.
620	638	0	213013302	LOOSE, WORN, OR MISSING CLIP BOLTS (TRANSIT, SIDE JAW, ECCENTRIC, VERTICAL).
142	162	0	213013301	LOOSE, WORN, OR MISSING SWITCH CLIPS.
1	1	0	213012702	213012702
1,961	2,383	1	213012701	INSUFFICIENT FASTENERS IN A 39-FOOT TRACK SEGMENT.
534	990	31	213012302	OBJECT BETWEEN BASE OF RAIL AND THE BEARING SURFACE OF THE TIE PLATE CAUSING CONCENTRATED LOAD.
19	25	1	213012301	INSUFFICIENT TIE PLATES IN CLASS 3 THROUGH 5 TRACK.
4	7	0	213012201	TORCH CUT RAIL APPLIED IN CLASS 3 THROUGH 5 TRACK FOR OTHER THAN EMERGENCY.
66	66	0	213012117	213012117
3	3	0	213012115	213012115
12	12	0	213012113	213012113
2	2	0	213012110	JOINT BAR RECONFIGURED BY TORCH CUTTING IN CLASSES 3 THROUGH 5 TRACK.
6	8	0	213012109	TORCH-CUT OR BURNED-BOLT HOLE IN RAIL IN CLASSES 2 THROUGH 5 TRACK.
2,432	6,972	20	213012108	LOOSE JOINT BARS.
2,682	2,896	8	213012107	LESS THAN 2 BOLTS PER RAIL AT ANY JOINT IN CONTINUOUS WELDED RAIL.
1,163	1,363	8	213012106	LESS THAN 1 BOLT PER RAIL AT EACH JOINT FOR CONVENTIONAL JOINTED RAIL IN CLASS 1 TRACK.
3,121	4,411	2	213012105	LESS THAN 2 BOLTS PER RAIL AT EACH JOINT FOR CONVENTIONAL JOINTED RAIL IN CLASSES 2 THROUGH 5 TRACK.
23	23	4	213012104	WORN JOINT BAR ALLOWS EXCESSIVE VERTICAL MOVEMENT OF RAIL IN JOINT IN CLASSES 3 THROUGH 5 TRACK.
4,904	5,644	31	213012103	CENTER CRACKED OR BROKEN JOINT BAR.
85	87	1	213012102	CRACKED OR BROKEN JOINT BAR IN CLASSES 3 THROUGH 5 TRACK (OTHER THAN CENTER-BREAK).
347	449	9	213012101	RAIL JOINT NOT OF STRUCTURALLY SOUND DESIGN AND DIMENSION.
4	5	0	213011910	213011910
15	22	3	213011904	FAILURE TO KEEP CWR RECORDS AS REQUIRED.
294	393	4	213011902	FAILURE TO COMPLY WITH WRITTEN CWR PROCEDURES.
3	3	0	213011901	FAILURE OF TRACK OWNER TO DEVELOP AND IMPLEMENT WRITTEN CWR PROCEDURES.
155	167	0	213011502	RAIL-END MISMATCH ON GAGE SIDE OF RAIL EXCEEDS ALLOWABLE.
161	190	2	213011501	RAIL-END MISMATCH ON TREAD OF RAIL EXCEEDS ALLOWABLE.
2	2	0	213011316	RAIL DEFECT ORIGINATING FROM BOND WIRE ATTACHMENT
11	11	0	213011315	FLATTENED RAIL
20	32	0	213011314	DAMAGED RAIL
39	41	2	213011313	BROKEN OR DEFECTIVE WELD
215	224	2	213011312	ORDINARY BREAK
9	10	2	213011311	ENGINE BURN FRACTURE
55	59	1	213011310	DETAIL FRACTURE
90	94	0	213011309	BROKEN BASE

723	776	5	213011308	HEAD WEB SEPARATION
776	813	10	213011307	BOLT-HOLE CRACK
1	1	0	213011306	PIPED RAIL
16	16	0	213011305	SPLIT WEB
790	841	2	213011304	VERTICAL SPLIT HEAD
82	84	0	213011303	HORIZONTAL SPLIT HEAD
3	3	0	213011302	COMPOUND FISSURE
28	29	0	213011301	TRANSVERSE FISSURE
2	2	0	213011017	FAILURE TO PROVIDE FUNCTIONAL PTLF TO PAR. 213.7 INDIVIDUAL WHOSE TERRITORY IS SUBJECT TO REQUIREMENTS OF PAR. 213.110
52	64	4	213011016	GAGE WIDENING EXCEEDS ALLOWABLE MEASURED WITH PTLF
1	1	0	213011014	FAILURE TO PROVIDE GRMS TRAINING TO PAR. 213.7 INDIVIDUAL WHOSE TERRITORY IS SUBJECT TO REQUIREMENTS OF PAR. 213.110
190	207	2	213010905	FEWER THAN MINIMUM ALLOWABLE NUMBER OF NON-DEFECTIVE TIES PER 39 FEET FOR TURNOUTS AND CURVED TRACK OVER 2 DEGREES.
1,548	2,129	50	213010904	FEWER THAN MINIMUM ALLOWABLE NUMBER OF NON-DEFECTIVE TIES PER 39 FEET FOR TANGENT AND CURVED TRACK LESS THAN 2 DEGREES.
6,113	8,987	48	213010903	CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK.
6,877	9,967	120	213010902	NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT.
3,282	3,704	13	213010302	FOULED BALLAST
611	908	1	213010301	INSUFFICIENT BALLAST
7	7	0	213006313	CROSSLEVEL DIFFERENCES FOR SIX OR MORE CONSECUTIVE PAIRS OF STAGGERED JOINTS EXCEEDS ALLOWABLE.
5	6	0	213006311	VARIATION IN CROSSLEVEL PER 31-FEET EXCEEDS ALLOWABLE ON RESTRICTED LENGTH SPIRAL.
16	16	0	213006310	REVERSE ELEVATION ON CURVE EXCEEDS ALLOWABLE.
23	23	0	213006309	DIFFERENCE IN CROSSLEVEL BETWEEN ANY TWO POINTS LESS THAN 62-FEET APART ON SPIRALS EXCEEDS ALLOWABLE.
90	93	2	213006308	DIFFERENCE IN CROSSLEVEL BETWEEN ANY TWO POINTS LESS THAN 62-FEET APART ON CURVES BETWEEN SPIRALS EXCEEDS ALLOWABLE.
295	307	16	213006307	DIFFERENCE IN CROSSLEVEL BETWEEN ANY TWO POINTS LESS THAN 62-FEET APART ON TANGENTS EXCEEDS ALLOWABLE.
1,132	1,214	40	213006305	DEVIATION FROM ZERO CROSSLEVEL AT ANY POINT ON TANGENT EXCEEDS ALLOWABLE.
1	1	0	213006304	RESERVED
454	467	40	213006302	DEVIATION FROM UNIFORM PROFILE ON EITHER RAIL EXCEEDS ALLOWABLE.
34	34	1	213006301	RUNOFF IN ANY 31-FEET OF RAIL AT END OF RAISE EXCEEDS ALLOWABLE.
1	1	0	213005706	MAXIMUM CROSSLEVEL ON CURVE EXCEEDS ALLOWABLE.
1	1	0	213005702	OPERATING SPEED EXCEEDS ALLOWABLE FOR 3-INCHES OF UNBALANCE, BASED ON CURVATURE AND ELEVATION.
1	1	0	213005503	ALINEMENT DEVIATION OF CURVED TRACK EXCEEDS ALLOWABLE FOR A 31-FOOT CHORD.
16	16	0	213005502	ALINEMENT DEVIATION OF CURVED TRACK EXCEEDS ALLOWABLE FOR A 62-FOOT CHORD.
9	9	0	213005501	ALINEMENT DEVIATION OF TANGENT TRACK EXCEEDS ALLOWABLE.
27	27	6	213005305	GAGE DIMENSION EXCEEDS ALLOWABLE FOR EXCEPTED TRACK.
60	63	0	213005304	GAGE DIMENSION IS LESS THAN ALLOWABLE ON CURVED TRACK.
1,097	1,167	63	213005303	GAGE DIMENSION EXCEEDS ALLOWABLE ON CURVED TRACK.
308	418	4	213005302	GAGE DIMENSION IS LESS THAN ALLOWABLE ON TANGENT TRACK.
155	165	3	213005301	GAGE DIMENSION EXCEEDS ALLOWABLE ON TANGENT TRACK.

42	43	0	213003710	VEGETATION OBSTRUCTS VISIBILITY OF GRADE CROSSING WARNING SIGNS AND SIGNALS BY THE TRAVELING PUBLIC.
998	1,296	0	213003709	VEGETATION BRUSHING SIDES OF ROLLING STOCK.
207	220	12	213003708	EXCESSIVE VEGETATION IN TOEPATHS AND AROUND SWITCHES WHERE EMPLOYEES ARE PERFORMING NORMAL TRACKSIDE DUTIES.
1	1	0	213003707	EXCESSIVE VEGETATION AT TRAIN MEETING POINTS PREVENTS PROPER INSPECTION BY RAILROAD EMPLOYEES OF MOVING EQUIPMENT.
9	18	0	213003706	EXCESSIVE VEGETATION AT TRAIN ORDER OFFICE, DEPOT, INTERLOCKING PLANT, A CARMAN'S BUILDING, ETC., PREVENTS EMPLOYEES ON DUTY FROM VISUALLY INSPECTING
206	551	0	213003705	VEGETATION PREVENTS PROPER FUNCTIONING OF SIGNAL AND/OR COMMUNICATION LINES.
380	481	14	213003704	VEGETATION INTERFERES WITH RAILROAD EMPLOYEES PERFORMING NORMAL TRACKSIDE DUTIES.
5	5	0	213003703	VEGETATION OBSTRUCTS PASSING OF DAY AND NIGHT SIGNALS BY RAILROAD EMPLOYEES.
545	571	5	213003702	VEGETATION OBSTRUCTS VISIBILITY OF RAILROAD SIGNS AND FIXED SIGNALS.
267	289	4	213003701	COMBUSTIBLE VEGETATION AROUND TRACK-CARRYING STRUCTURES.
62	65	0	213003307	UNCONTROLLED WATER UNDERCUTTING TRACK STRUCTURE OR EMBANKMENT.
1,394	1,635	2	213003306	DRAINAGE OR WATER-CARRYING FACILITY DETERIORATED TO ALLOW SUBGRADE SATURATION.
219	222	2	213003305	DRAINAGE OR WATER-CARRYING FACILITY OBSTRUCTED BY SILTING.
40	41	0	213003304	DRAINAGE OR WATER-CARRYING FACILITY OBSTRUCTED BY VEGETATION.
58	60	0	213003303	DRAINAGE OR WATER-CARRYING FACILITY COLLAPSED.
723	883	2	213003302	DRAINAGE OR WATER-CARRYING FACILITY OBSTRUCTED BY DEBRIS.
413	448	3	213003301	DRAINAGE OR WATER-CARRYING FACILITY NOT MAINTAINED.
4	14	0	213000902	FAILURE OF TRACK OWNER TO ENFORCE, OVER CLASS 1 DEFECTS, THE LIMITING CONDITIONS IMPOSED BY PERSON DESIGNATED UNDER 213.7(A).
12	12	11	213000901	FAILURE TO RESTORE OTHER THAN EXCEPTED TRACK TO COMPLIANCE WITH CLASS 1 STDS. WITHIN 30 DAYS AFTER A PERSON DESIGNATED UNDER 213.7(A) HAS DETERMINED T
1	1	0	213000707	213000707
1	1	0	213000703	FAILURE TO USE QUALIFIED PERSON TO PASS TRAINS OVER BROKEN RAILS OR PULL APARTS.
3	3	2	213000702	FAILURE OF TRACK OWNER TO PROVIDE WRITTEN AUTHORIZATION TO QUALIFIED DESIGNATED INDIVIDUALS.
17	25	1	213000701	NO WRITTEN RECORD OF NAMES OF QUALIFIED PERSONS TO SUPERVISE RESTORATIONS AND RENEWALS OF TRACK UNDER TRAFFIC AND/OR TO INSPECT TRACK FOR DEFECTS, OR
2	2	1	213000408	FAILURE TO NOTIFY FRA OF REMOVAL OF TRACKAGE FROM EXCEPTED STATUS.
5	5	1	213000406	FREIGHT TRAIN OPERATED ON EXCEPTED TRACK WITH MORE THAN FIVE CARS REQUIRED TO BE PLACARDED IN ACCORDANCE WITH 49 CFR PART 172.
5	6	2	213000402	EXCEPTED TRACK SEGMENT LOCATED WITHIN 30 FEET OF AN ADJACENT TRACK SUBJECT TO SIMULTANEOUS OPERATION AT SPEEDS IN EXCESS OF 10 MPH.
2	2	1	213000401	EXCEPTED TRACK SEGMENT NOT IDENTIFIED IN APPROPRIATE RECORD.
2	2	0	2110004A2C1	THE RAILROAD REQUIRED OR ALLOWED A SIGNAL EMPLOYEE TO REMAIN OR GO ON DUTY AFTER THAT EMPLOYEE HAD BEEN ON DUTY A TOTAL OF 12 HOURS DURING A 24-HOUR P
39	46	27	2090405A	FAILURE TO SUBMIT PROPER REMEDIAL ACTION REPORT
1	1	0	1800605C2	REQUIREMENTS FOR PERIODIC TESTING, INSPECTION AND REPAIR OF PORTABLE TANKS
1	1	1	1800517B	MISSING INSPECTION AND TEST REPORT
1	1	0	1800515C	MARKINGS.
11	11	0	1800515A	MARKINGS.
2	2	0	1800509L3	REQUIREMENTS FOR INSPECTION AND TEST OF SPECIFICATION TANK CARS.

1	1	1	1800509I	REQUIREMENTS FOR INSPECTION AND TEST OF SPECIFICATION TANK CARS.
1	1	0	1800509C3IIIB	REQUIREMENTS FOR INSPECTION AND TEST OF SPECIFICATION TANK CARS.
3	3	0	1800509C3IIIA	REQUIREMENTS FOR INSPECTION AND TEST OF SPECIFICATION TANK CARS.
2	2	2	1800509C3III	REQUIREMENTS FOR INSPECTION AND TEST OF SPECIFICATION TANK CARS.
1	1	0	1800509C3II	REQUIREMENTS FOR INSPECTION AND TEST OF SPECIFICATION TANK CARS.
1	1	0	1800509C3I	REQUIREMENTS FOR INSPECTION AND TEST OF SPECIFICATION TANK CARS.
1	1	0	1800507A	QUALIFICATION OF TANK CARS.
2	2	0	1790220-26A	GENERAL SPECIFICATIONS FOR CLASS 115 TANK CAR TANKS
1	1	0	1790220-10A	GENERAL SPECIFICATIONS FOR CLASS 115 TANK CAR TANKS
2	2	2	1790200-7G	GENERAL SPECIFICATIONS TO NON-PRESSURE TANK CARS DOT-103, 104, 111.
2	2	0	1790200-4A	GENERAL SPECIFICATIONS TO NON-PRESSURE TANK CARS DOT-103, 104, 111.
2	2	0	1790200-17A6I	GENERAL SPECIFICATIONS TO NON-PRESSURE TANK CARS DOT-103, 104, 111.
2	2	0	1790200-17A3	GENERAL SPECIFICATIONS TO NON-PRESSURE TANK CARS DOT-103, 104, 111.
6	6	0	1790200-17A1	GENERAL SPECIFICATIONS TO NON-PRESSURE TANK CARS DOT-103, 104, 111.
1	1	0	1790200-16C	GENERAL SPECIFICATIONS TO NON-PRESSURE TANK CARS DOT-103, 104, 111.
5	5	0	1790200-16B	GENERAL SPECIFICATIONS TO NON-PRESSURE TANK CARS DOT-103, 104, 111.
1	1	0	1790101-1	INDIVIDUAL SPECIFICATION REQUIREMENTS
6	6	0	1790100-4A	USE OF PRESSURE TANK CARS DOT-105 109 112 OR 114.
2	2	0	1790100-13A	USE OF PRESSURE TANK CARS DOT-105 109 112 OR 114.
2	2	0	1790100-12C	USE OF PRESSURE TANK CARS DOT-105 109 112 OR 114.
1	1	0	1790100-12A	USE OF PRESSURE TANK CARS DOT-105 109 112 OR 114.
126	126	2	1790022A	TANK CARS MARK IN ACCORDANCE WITH APPENDIX C OF THE AAR
3	3	0	1790015F3	PRESSURE RELIEF DEVICES
5	5	4	1790013	USE OF TANK CARS WITH AN UNAUTHORIZED GROSS CAPACITY.
28	28	2	1790007F	QUALITY ASSURANCE PROGRAM.
6	6	0	1790007E	QUALITY ASSURANCE PROGRAM.
5	5	1	1790007D	QUALITY ASSURANCE PROGRAM.
5	5	2	1790007C	QUALITY ASSURANCE PROGRAM.
2	2	0	1790007B9	QUALITY ASSURANCE PROGRAM.
6	6	1	1790007B8	QUALITY ASSURANCE PROGRAM.
3	3	0	1790007B7	QUALITY ASSURANCE PROGRAM.
5	5	0	1790007B6	QUALITY ASSURANCE PROGRAM.
2	2	0	1790007B5	QUALITY ASSURANCE PROGRAM.
22	22	0	1790007B4	QUALITY ASSURANCE PROGRAM.
8	8	0	1790007B3	QUALITY ASSURANCE PROGRAM.
1	1	0	1790007B2	QUALITY ASSURANCE PROGRAM.
15	15	1	1790007B12	QUALITY ASSURANCE PROGRAM.
41	41	0	1790007B11	QUALITY ASSURANCE PROGRAM.
1	1	0	1790007B	QUALITY ASSURANCE PROGRAM.
1	1	0	1790007A3	QUALITY ASSURANCE PROGRAM.
2	2	0	1790007A2	QUALITY ASSURANCE PROGRAM.
1	1	0	1790007A1	QUALITY ASSURANCE PROGRAM.
5	5	0	1790007A	QUALITY ASSURANCE PROGRAM.
12	12	9	1790006	REPAIRS AND ALTERATIONS

2	2	0	1790003A	PROCEDURE FOR SECURING APPROVAL
2	2	0	1790001B	GENERAL TANK CARS
2	2	0	1760076A2	TRANSPORT VEHICLES,FREIGHT CONTAINERS, AND PORTABLE TANKS CONTAINING HAZARDOUS MATERIALS
1	1	0	1740104F	Car certificate of rail cars used to transport Class 1 materials
3	3	0	1740104B4	Doors of rail cars transporting Class 1 materials
5	5	3	1740104B10	Brake shoe requirements on rail cars transporting Class 1 materials
1	1	0	1740104A	Rail cars transporting Class 1 (explosive) materials
47	47	30	1740085D	TRAIN PLACEMENT TABLE
12	12	7	1740085C	RESIDUE CARS MUST HAVE AT LEAST ONE BUFFER CAR
8	8	3	1740085A	IN TRAIN PLACEMENT OF LOADED PLACARDED RAIL CARS
2	2	2	1740083F	DIVISION 1.1 OR 1.2 MUST HAVE ONE BUFFER CAR WHEN TRANSPORTED
1	1	1	1740083C	FLATCARS NOT CUT OFF IN MOTION
3	3	2	1740083B3	LOADED 1.1, 1.2, 2.3 A, 6.1 A, DOT 113 MAY NOT BE STRUCK
5	5	5	1740083B1	LOADED 1.1, 1.2, 2.3 A, 6.1 A, DOT 113 MAY NOT BE CUT OFF IN MOTION
2	2	2	1740081D	SEGREGATION TABLE
4	4	2	1740067L	REMOVAL OF RAILRAOD DEFECT CARDS
7	7	0	1740067K	SECUREMENT AFTER UNLOADING IS COMPLETE
5	5	0	1740067J	DISCOUNTINUING UNLOADING-SECUREMENT REQUIREMENTS
8	8	3	1740067I	ATTENDANCE AND REMOVAL OF UNLOADING CONNECTIONS
2	2	0	1740067H	SECURING UNLOADING CONNECTIONS BEFORE OPENING VALVES
4	4	0	1740067C2	ADJUSTING MANHOLE COVER HINGED AND BOLTED TYPE
1	1	0	1740067A5	1740067A5
39	39	3	1740067A4	RELEIVING INTERNAL PRESSURE
56	56	4	1740067A3	CAUTION SIGN
40	40	4	1740067A2	BRAKES SET AND WHEELS BLOCKED
1	1	0	1740067A1	1740067A1
6	6	3	1740063C5II	OUTLET VALVE FACING OUT
5	5	4	1740063C5I	TANK IS NOT IN A DOUBLE-STACKED CONFIGURATION
2	2	0	1740061A	TRANSPORT VEHICLES AND FREIGHT CONTAINERS MUST BE SECURED ON FLAT CARS.
269	269	11	1740059	FAILURE TO REPLACE LOST PLACARDS/MARKINGS AT THE NEXT INSPECTION POINT
9	9	0	1740057	CLEANING CARS
1	1	0	1740055C	DOORS NOT TO BE USE TO SECURE LOAD
2	2	1	1740055B	PACKAGE MUST REMAIN IN THE CORRECT POSITION
44	44	19	1740055A	BLOCKING AND BRACING
481	480	55	1740050	LEAKING TANK CARS, MOVEMENT APPROVALS AND UNSECURE CLOSURES (RR)
158	242	169	1740026B	COPY OF A DOCUMENT FOR THE HAZARDOUS MATERIAL
523	523	258	1740026A	NOTICE TO TRAIN CREW OF PLACARDED CARS.
12	12	1	1740024B	RETAIN A COPY OF THE SHIPPING PAPER FOR 375 DAYS
76	86	31	1740024A	MUST RECEIVE A SHIPPING PAPER
1	1	1	1740014B	A LOADED TANK CAR WITH 2.1, 2.3 OR 3, 48 HOUR RULE
7	7	4	1740014A	"48 HOUR RULE"
334	334	18	1740009	TOTAL FAILURE TO INSPECT HM RAIL CARS
2	2	0	1740005	TRANSPORTATION OF CARRIER'S MATERIALS AND SUPPLIES

610	609	2	1740003	ACCEPT FOR TRANSPORTATION OR TRANSPORT BY RAIL ANY HM NOT IN COMFORMANCE
1	29	0	1730448G	GENERAL TRANSPORTATION REQUIREMENTS.
19	28	0	1730427A6V	TRANSPORT REQUIREMENTS FOR LOW SPECIFIC ACTIVITY (LSA) CLASS 7 (RADIOACTIVE) MATERIALS AND SURFACE CONTAMINATED OBJECTS (SCO).
13	26	16	1730427A6IV	TRANSPORT REQUIREMENTS FOR LOW SPECIFIC ACTIVITY (LSA) CLASS 7 (RADIOACTIVE) MATERIALS AND SURFACE CONTAMINATED OBJECTS (SCO).
1	1	0	1730427A6	TRANSPORT REQUIREMENTS FOR LOW SPECIFIC ACTIVITY (LSA) CLASS 7 (RADIOACTIVE) MATERIALS AND SURFACE CONTAMINATED OBJECTS (SCO).
1	1	0	1730413	REQUIREMENTS FOR TYPE B PACKAGES.
1	1	0	1730412J	ADDITIONAL DESIGN REQUIREMENTS FOR TYPE A PACKAGES.
2	2	2	1730314C	EXCEEDED MAXIMUM AUTHORIZED FILLING DENSITY.
2	2	0	1730314B5	EXCEEDED MAXIMUM AUTHORIZED FILLING DENSITY.
1	1	0	1730303A	CHARGING OF CYLINDERS WITH COMPRESSED GAS IN SOLUTION (ACETYLENE).
3	3	0	173024bD2	ADDITIONAL REQUIREMENTS FOR BULK PACKAGINGS
1	1	1	173024bA1III	ADDITIONAL REQUIREMENTS FOR BULK PACKAGINGS
29	29	0	173024bA1I	ADDITIONAL REQUIREMENTS FOR BULK PACKAGINGS
3	3	0	173024BD2	173024BD2
1	1	1	173024BA1	173024BA1
1	1	0	173022aB	PACKAGINGS AUTHORIZED UNDER EXEMPTIONS.
1	1	0	1730032F4	USE OF SPECIFICATION IM PORTABLE TANKS
5	5	0	1730032E2	USE OF SPECIFICATION IM PORTABLE TANKS
4	4	4	1730032E1	USE OF SPECIFICATION IM PORTABLE TANKS
5	5	1	1730032A2	QUALIFICATION, MAINTENANCE, AND USE OF PORTABLE TANKS
48	48	2	1730031G3	FAILURE TO SECURE TANK CAR(S)
91	91	5	1730031G2	CAUTION SIGNS
193	193	13	1730031G1	FAILURE TO SECURE ACCESS
3	3	0	1730031F1II	USE OF TANK CARS
20	20	1	1730031D1X	USE OF TANK CARS
5	5	0	1730031D1VIII	USE OF TANK CARS
28	28	5	1730031D1VI	USE OF TANK CARS
130	130	17	1730031D1V	USE OF TANK CARS
16	16	2	1730031D1IX	USE OF TANK CARS
1,177	1,177	340	1730031D1IV	USE OF TANK CARS
66	66	28	1730031D1III	USE OF TANK CARS
68	68	38	1730031D1II	USE OF TANK CARS
2	2	1	1730031D1I	USE OF TANK CARS
147	147	35	1730031D1	USE OF TANK CARS
1	1	0	1730031B2I	USE OF TANK CARS
3	3	0	1730031B1	USE OF TANK CARS
19	19	7	1730031A3	USE OF TANK CARS
1	1	0	1730031A2	USE OF TANK CARS
7	7	0	1730031A1	USE OF TANK CARS
1	1	0	1730029C1	EMPTY PACKAGINGS
65	65	5	1730029A	EMPTY PACKAGINGS
19	19	14	1730026	QUANTITY LIMITATIONS

1	1	1	1730024H1	GENERAL REQUIREMENTS FOR PACKAGINGS AND PACKAGES
1	1	0	1730024F2	GENERAL REQUIREMENTS FOR PACKAGINGS AND PACKAGES
29	35	9	1730024F1II	GENERAL REQUIREMENTS FOR PACKAGINGS AND PACKAGES
26	26	11	1730024F1I	GENERAL REQUIREMENTS FOR PACKAGINGS AND PACKAGES
206	206	16	1730024B4	NO HM RESIDUE
16	16	5	1730024B2	GENERAL REQUIREMENTS FOR PACKAGINGS AND PACKAGES
213	213	89	1730024B1	GENERAL REQUIREMENTS FOR PACKAGINGS AND PACKAGES
1	1	0	1730024A2	GENERAL REQUIREMENTS FOR PACKAGINGS AND PACKAGES
3	3	0	1730024A1	GENERAL REQUIREMENTS FOR PACKAGINGS AND PACKAGES
2	2	0	1730022A2I	SHIPPER'S RESPONSABILITIES
3	3	0	1730009B	TRANSPORT VEHICLES WHICH HAVE BEEN FUMIGATED
1	1	0	1730007A	U.S. GOVERNMENT MATERIAL
73	74	2	1720802B	SECURITY PLAN NOT AVAILABLE OR NOT UPDATED
158	158	3	1720802A3	COMPONENTS OF A SECURITY PLAN: EN ROUTE SECURITY
38	42	2	1720802A2	COMPONENTS OF A SECURITY PLAN: UNAUTHORIZED ACCESS
38	47	1	1720802A1	COMPONENTS OF A SECURITY PLAN: PERSONNEL SECURITY
122	122	6	1720802A	SECURITY PLAN DOES NOT ADDRESS ALL COMPONENTS OF 172.800
3	3	0	1720800B7	SECURITY PLAN
1	1	0	1720800B5	SECURITY PLAN
14	14	1	1720800B4	SECURITY PLAN
1	1	0	1720800B3	SECURITY PLAN
2	2	0	1720800B2	SECURITY PLAN
6	6	0	1720800B1	SECURITY PLAN
74	74	4	1720800B	NO SECURITY PLAN DEVELOPED
115	493	2	1720704D5	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
89	399	1	1720704D4	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
31	163	1	1720704D3	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
25	65	0	1720704D2	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
3	3	0	1720704D1	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
138	1,399	6	1720704D	THE HAZMAT EMPLOYER HAS NO RECORD OF CURRENT TRAINING
4	4	0	1720704C4	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
47	264	105	1720704C2	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
7	21	4	1720704C1II	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
5	11	0	1720704C1I	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
137	609	64	1720704A5	IN-DEPTH SECURITY TRAINING
110	640	29	1720704A4	SECURITY AWARENESS TRAINING
1	1	0	1720704A3III	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
1	1	0	1720704A3II	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
5	5	0	1720704A3I	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
43	55	6	1720704A2I	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
34	83	0	1720704A1	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
18	940	0	1720702D	RESPONSIBILITY FOR TRAINING AND TESTING
1	1	0	1720702B	RESPONSIBILITY FOR TRAINING AND TESTING
64	123	46	1720702A	RESPONSIBILITY FOR TRAINING AND TESTING

486	486	0	1720604B	EMERGENCY RESPONSE TELEPHONE NUMBER
5	5	0	1720604A3II	EMERGENCY RESPONSE TELEPHONE NUMBER
6	6	4	1720604A3I	EMERGENCY RESPONSE TELEPHONE NUMBER
49	49	0	1720604A2	EMERGENCY RESPONSE TELEPHONE NUMBER
38	38	8	1720604A1	EMERGENCY RESPONSE TELEPHONE NUMBER
2	2	1	1720602C2	APPLICABILITY AND GENERAL REQUIREMENTS
1	1	1	1720602C1	APPLICABILITY AND GENERAL REQUIREMENTS
3	3	0	1720602A1	APPLICABILITY AND GENERAL REQUIREMENTS
9	9	8	1720600C2	APPLICABILITY AND GENERAL REQUIREMENTS
12	12	0	1720600C1	APPLICABILITY AND GENERAL REQUIREMENTS
2	2	0	1720523B	EXPLOSIVES 1.4
2	2	0	1720519D4	GENERAL SPECIFICATIONS FOR PLACARDS
58	58	0	1720519D3	GENERAL SPECIFICATIONS FOR PLACARDS
10	10	0	1720519D2II	GENERAL SPECIFICATIONS FOR PLACARDS
1	1	0	1720519D1	GENERAL SPECIFICATIONS FOR PLACARDS
4	4	0	1720519C2	GENERAL SPECIFICATIONS FOR PLACARDS
1	1	0	1720519C1	GENERAL SPECIFICATIONS FOR PLACARDS
3	3	1	1720519B4	GENERAL SPECIFICATIONS FOR PLACARDS
5	5	0	1720519B1	GENERAL SPECIFICATIONS FOR PLACARDS
1	1	0	1720519A2	GENERAL SPECIFICATIONS FOR PLACARDS
10	10	0	1720519A1	GENERAL SPECIFICATIONS FOR PLACARDS
5	5	0	1720516D	VISIBILITY AND DISPLAY OF PLACARDS
1	1	0	1720516C7	VISIBILITY AND DISPLAY OF PLACARDS
1,342	1,339	2	1720516C6	VISIBILITY AND DISPLAY OF PLACARDS
49	49	1	1720516C5	VISIBILITY AND DISPLAY OF PLACARDS
21	21	0	1720516C4	VISIBILITY AND DISPLAY OF PLACARDS
15	15	0	1720516C3	VISIBILITY AND DISPLAY OF PLACARDS
90	90	1	1720516C2	VISIBILITY AND DISPLAY OF PLACARDS
67	67	0	1720516C1	VISIBILITY AND DISPLAY OF PLACARDS
264	264	10	1720516A	VISIBILITY AND DISPLAY OF PLACARDS
2	2	0	1720514A	PLACARDING REQUIREMENTS FOR BULK PACKAGINGS
49	49	0	1720512B1	PLACARDING REQUIREMENTS FOR FREIGHT CONTAINERS
4	4	0	1720512A	PLACARDING REQUIREMENTS FOR FREIGHT CONTAINERS
213	213	5	1720508B	PROVIDING AND AFFIXING PLACARDS BY RAIL
86	86	2	1720508A	PROVIDING AND AFFIXING PLACARDS BY RAIL
2	2	0	1720506A	PROVIDING AND AFFIXING PLACARDS BY HIGHWAY
2	2	0	1720505C	PLACARDING FOR SUBSIDIARY HAZARD
8	8	0	1720505A	PLACARDING FOR SUBSIDIARY HAZARD
1	1	0	1720504G	GENERAL PLACARDING REQUIREMENTS
5	5	0	1720504B	GENERAL PLACARDING REQUIREMENTS
1,513	1,514	24	1720504A	GENERAL PLACARDING REQUIREMENTS
42	42	1	1720502A2	UNAUTHORIZED USE OF DOT PLACARDS.
9	9	2	1720502A1III	UNAUTHORIZED USE OF DOT PLACARDS.
86	85	19	1720502A1II	UNAUTHORIZED USE OF DOT PLACARDS.

107	107	8	1720502A1I	UNAUTHORIZED USE OF DOT PLACARDS.
2	2	0	1720406A1II	PLACEMENT OF LABELS
11	11	0	1720338	REPLACEMENT OF IDENTIFICATION NUMBERS BY RAIL CARRIERS
1	1	0	1720334D	IDENTIFICATION NUMBER PROHIBITED DISPLAY
11	11	1	1720334B3	IDENTIFICATION NUMBER PROHIBITED DISPLAY
6	6	1	1720334B2	IDENTIFICATION NUMBER PROHIBITED DISPLAY
20	20	0	1720334B1	IDENTIFICATION NUMBER PROHIBITED DISPLAY
1	1	0	1720332D	IDENTIFICATION NUMBER MARKINGS.
4	4	0	1720332C4	IDENTIFICATION NUMBER MARKINGS.
1	1	0	1720332C2	IDENTIFICATION NUMBER MARKINGS.
55	55	2	1720332C1	IDENTIFICATION NUMBER MARKINGS.
10	10	4	1720332B2	IDENTIFICATION NUMBER MARKINGS.
7	7	0	1720332B1	IDENTIFICATION NUMBER MARKINGS.
27	27	5	1720332A	IDENTIFICATION NUMBER MARKINGS.
3	3	2	1720331C	MARKING OF OTHER BULK PACKAGINGS
2	2	1	1720331B	MARKING OF OTHER BULK PACKAGINGS
14	14	0	1720330C	1720330C
4	4	0	1720330B	MARKING OF TANK CARS AND MULTI-UNIT TANKS.
1	1	0	1720330A2II	MARKING OF TANK CARS AND MULTI-UNIT TANKS.
111	111	53	1720330A1II	MARKING OF TANK CARS AND MULTI-UNIT TANKS.
88	88	3	1720330A1I	MARKING OF TANK CARS AND MULTI-UNIT TANKS.
1	1	0	1720326C2	MARKING PORTABLE TANKS
2	2	0	1720326C1	MARKING PORTABLE TANKS
2	2	0	1720326B	MARKING PORTABLE TANKS
56	55	2	1720326A	MARKING PORTABLE TANKS
15	15	0	1720326	MARKING PORTABLE TANKS
9	9	4	1720325B	MARKING OF ELEVATED TEMPERATURE MATERIALS
14	14	0	1720325A	MARKING OF ELEVATED TEMPERATURE MATERIALS
1	1	0	1720322E2II	MARKING OF MARINE POLLUTANTS
1	1	0	1720322C	MARKING OF MARINE POLLUTANTS
7	7	2	1720313A	MARKING OF POISONOUS HM
1	29	0	1720310A	CLASS 7 RADIOACTIVE MATERIALS MARKINGS
2	2	0	1720304A4	MARKING REQUIREMENTS
9	9	0	1720304A3	MARKING REQUIREMENTS
4	4	1	1720304A2	MARKING REQUIREMENTS
15	15	0	1720304A1	MARKING REQUIREMENTS
151	151	21	1720303A	PROHIBITED MARKING
1	1	0	1720302D1	MARKING OF BULK PACKAGES
13	13	2	1720302B3	SIZE OF MARKINGS
2	2	0	1720302B2	SIZE OF MARKINGS
20	20	0	1720302B1	SIZE OF MARKINGS
1	1	0	1720302A3	MARKING OF BULK PACKAGES
54	54	9	1720302A1	MARKING OF BULK PACKAGES
13	13	0	1720302A	MARKING OF BULK PACKAGES

1	1	0	1720301A3II	MARKING OF NON-BULK PACKAGES
44	44	0	1720301A3	MARKING OF NON-BULK PACKAGES
2	2	0	1720301A1	MARKING OF NON-BULK PACKAGES
5	5	0	1720205F2	HAZARDOUS WASTE MANIFEST.
1	1	0	1720205C2	HAZARDOUS WASTE MANIFEST.
26	105	2	1720204D1	SHIPPER CERTIFICATION.
6	6	0	1720204A1	SHIPPER CERTIFICATION.
1	1	0	1720204A	NO SHIPPER'S CERTIFICATION ON SHIPPING PAPER
6	27	0	1720203N	ADDITIONAL DESCRIPTION REQUIREMENTS
7	7	0	1720203M2	ADDITIONAL DESCRIPTION REQUIREMENTS
3	3	1	1720203M1	ADDITIONAL DESCRIPTION REQUIREMENTS
22	30	0	1720203L2	ADDITIONAL DESCRIPTION REQUIREMENTS
3	3	0	1720203L1	ADDITIONAL DESCRIPTION REQUIREMENTS
2	2	0	1720203K1	ADDITIONAL DESCRIPTION REQUIREMENTS
19	19	0	1720203K	ADDITIONAL DESCRIPTION REQUIREMENTS
2	2	0	1720203G2	ADDITIONAL DESCRIPTION REQUIREMENTS
3	3	1	1720203G1	ADDITIONAL DESCRIPTION REQUIREMENTS
23	59	0	1720203E2	ADDITIONAL DESCRIPTION REQUIREMENTS
2	2	0	1720203E1	ADDITIONAL DESCRIPTION REQUIREMENTS
14	23	3	1720203D9	ADDITIONAL DESCRIPTION REQUIREMENTS
1	1	0	1720203D4	ADDITIONAL DESCRIPTION REQUIREMENTS
1	1	0	1720203D3	ADDITIONAL DESCRIPTION REQUIREMENTS
3	3	0	1720203D10I	ADDITIONAL DESCRIPTION REQUIREMENTS
11	20	0	1720203D1	ADDITIONAL DESCRIPTION REQUIREMENTS
17	17	4	1720203C2	ADDITIONAL DESCRIPTION REQUIREMENTS
5	5	0	1720203C1	ADDITIONAL DESCRIPTION REQUIREMENTS
5	5	0	1720203B	ADDITIONAL DESCRIPTION REQUIREMENTS
13	28	16	1720203A	ADDITIONAL DESCRIPTION REQUIREMENTS
4	6	1	1720202E	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
2	2	0	1720202D	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
1	1	1	1720202C	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
17	27	0	1720202B	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
13	22	10	1720202A6	THE NUMBER AND TYPE OF PACKAGES
31	99	9	1720202A5	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
27	39	13	1720202A4	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
25	36	17	1720202A3	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
61	80	15	1720202A2	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
76	87	22	1720202A1	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
97	115	39	1720202A	MISSING ALL OF THE HM DESCRIPTION ON SHIPPING PAPERS
73	201	8	1720201E	DESCRIPTION OF HAZARDOUS MATERIALS REQUIRED
52	60	26	1720201D	DESCRIPTION OF HAZARDOUS MATERIALS REQUIRED
4	35	0	1720201C	DESCRIPTION OF HAZARDOUS MATERIALS REQUIRED
24	33	0	1720201A4	DESCRIPTION OF HAZARDOUS MATERIALS REQUIRED
1	1	0	1720201A3	DESCRIPTION OF HAZARDOUS MATERIALS REQUIRED

8	52	44	1720201A2	DESCRIPTION OF HAZARDOUS MATERIALS REQUIRED
1	1	0	1720201A1I	DESCRIPTION OF HAZARDOUS MATERIALS REQUIRED
78	199	30	1720200A	DESCRIPTION OF HAZARDOUS MATERIALS REQUIRED
3	3	0	1720102C7	SPECIAL PROVISIONS: "T" CODES
1	1	0	1720102C1	SPECIAL PROVISIONS: NUMERIC
1	1	0	1720101F	PACKING GROUP
1	31	0	1720101D4	COMBUSTIBLE LIQUIDS
1	1	0	171012aB5VI	REQUIREMENTS FOR CANADIAN SHIPMENTS AND PACKAGES
2	2	0	1710016A2	DETAILED HAZARDOUS MATERIAL INCIDENT REPORTS (DOTF5800.1)
1	1	0	1710016A	DETAILED HAZARDOUS MATERIAL INCIDENT REPORTS (DOTF5800.1)
4	4	0	1710012B16	REQUIREMENTS FOR IMPORT AND EXPORT SHIPMENTS
3	3	0	1710012B	REQUIREMENTS FOR IMPORT AND EXPORT SHIPMENTS
9	9	3	1710012A	REQUIREMENTS FOR IMPORT AND EXPORT SHIPMENTS
67	67	34	1710002K	ACCEPTING OR OFFERING IMPROPERLY PREPARED SHIPMENTS GENERAL.
1	1	1	1710002I	ACCEPTING OR OFFERING IMPROPERLY PREPARED SHIPMENTS GENERAL.
6	6	3	1710002G	ACCEPTING OR OFFERING IMPROPERLY PREPARED SHIPMENTS GENERAL.
5	5	3	1710002F	ACCEPTING OR OFFERING IMPROPERLY PREPARED SHIPMENTS GENERAL.
12	12	4	1710002E	ACCEPTING OR OFFERING IMPROPERLY PREPARED SHIPMENTS GENERAL.
2	2	1	1710002C	ACCEPTING OR OFFERING IMPROPERLY PREPARED SHIPMENTS GENERAL.
1	1	1	1710002B	ACCEPTING OR OFFERING IMPROPERLY PREPARED SHIPMENTS GENERAL.
2	2	1	1710002A	ACCEPTING OR OFFERING IMPROPERLY PREPARED SHIPMENTS GENERAL.
18	18	0	1070620D	CERTIFICATE OF REGISTRATION
6	6	0	1070620B	CERTIFICATE OF REGISTRATION
4	4	0	1070620A2	CERTIFICATE OF REGISTRATION
4	4	0	1070620A1	COPY OF REGISTRATION STATEMENT
5	5	0	1070620A	MAINTAIN REGISTRATION STATEMENT
1	1	0	1070608C	CHANGE OF ADDRESS NOTICE REQUIRED
21	21	3	1070608B	REGISTRATION ON FILE
12	12	2	1070608A	REGISTRATION STATEMENT REQUIRED
7	7	0	1070608	GENERAL REGISTRATION REQUIREMENTS
121	133	0	RSR S599	ONE OR MORE EOD FAILED A SPECIFIC PROCEDURE, OPERATION OR SAFETY RULE NOT LISTED IN THIS SECTION
1	1	0	RSR S552	LOADING/UNLOADING ONE OR MORE EOD FAILED TO FOLLOW PROCEDURES DURING TRANSP, SET-UP OR BREAK-DOWN OF BOOM EQUIPPED VEH.
18	19	0	RSR S551	ONE OR MORE EOD FAILED TO ENSURE THAT SAFETY CHAINS WERE IN PROPER POSITION BETWEEN LOCOMOTIVES BEFORE THE CONSIST WAS MOVED
18	22	0	RSR S550	ONE OR MORE EOD FAILED TO ENSURE PROPER PROCEDURE WAS FOLLOWED REGARDING TELEMETRY DEVICE
309	354	0	RSR S499	ONE OR MORE EOD FAILED A SPECIFIC PROCEDURE CONCERNING WALKING ISSUES NOT LISTED IN THIS SECTION
71	78	0	RSR S444	ONE OR MORE EOD FAILED TO COMPLY WITH PROCEDURES REQUIRING STEPPING OVER THE RAIL-NOT ON THE RAIL
12	12	0	RSR S443	RSR S443
30	36	0	RSR S442	ONE OR MORE EOD FAILED TO USED AUTHORIZED WALK AREAS S443 ONE OR MORE EOD FAILED TO ESTABLISH PROTECTION
237	269	0	RSR S441	ONE OR MORE EOD FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY

11	21	0	RSR S440	ONE OR MORE EOD FAILED TO WALK TO WHERE SWITCHING OR OTHER WORK WAS TO BE PERFORMED
21	32	0	RSR S399	ONE OR MORE EOD FAILED A SPECIFIC PROCEDURE FOR HANDLING SWITCHES NOT LISTED IN THIS SECTION
37	51	0	RSR S335	ONE OR MORE EOD FAILED TO RELOCK SWITCH AFTER USE
17	44	0	RSR S334	ONE OR MORE EOD FAILED TO REAPPLY THE HASP BEFORE MAKING A MOVE OVER THE REALIGNED SWITCH (WHERE APPLICABLE)
1	1	0	RSR S332	ONE OR MORE EOD FAILED TO REPORT A SWITCH THAT WAS EXCESSIVELY HARD TO "THROW"
221	372	0	RSR S331	ONE OR MORE EOD FAILED TO OBSERVE SWITCH POINTS FOR OBSTRUCTIONS BEFORE PROPERLY "THROWING" THE SWITCH
105	163	0	RSR S330	ONE OR MORE EOD FAILED TO FOLLOW PROCEDURES INVOLVED IN PROPERLY "THROWING" A SWITCH OR DERAIL
96	103	0	RSR S299	ONE OR MORE EOD FAILED A SPECIFIC PROCEDURE FOR GETTING ON, OFF, OR RIDING EQUIPMENT NOT LISTED IN THIS SECTION
11	11	0	RSR S227	ONE OR MORE EOD FAILED TO ENSURE THAT THE CAR THEY WERE RIDING WAS APPROPRIATE TO BE RIDDEN
26	28	0	RSR S226	ONE OR MORE EOD FAILED TO POSITION THEMSELVES SO THAT THEY COULD CONSTANTLY LOOK IN THE DIRECTION OF MOVEMENT
15	20	0	RSR S225	ONE OR MORE EOD FAILED TO CROSS OVER FROM ONE SIDE OF A STATIONARY CAR OR ONE THEY WERE RIDING, TO THE OTHER SIDE PROPERLY
115	117	0	RSR S223	ONE OR MORE EOD FAILED TO FOLLOW PROCEDURES AND/OR PROPERLY LOCATE THEMSELVES WHILE RIDING EQUIPMENT TO A COUPLING, A SPOT
282	369	0	RSR S222	ONE OR MORE EOD FAILED TO COMPLY WITH THE REQUIREMENTS REGARDING NOT GETTING ON OR OFF MOVING EQUIPMENT
30	33	0	RSR S221	ONE OR MORE EOD FAILED TO MAKE A "SAFETY STOP" WHERE REQUIRED, BEFORE COUPLING TO OTHER EQUIPMENT
205	233	0	RSR S220	ONE OR MORE EOD FAILED TO GET ON OR OFF EQUIPMENT PROPERLY
17	19	0	RSR S199	ONE OR MORE EOD FAILED A SPECIFIC PROCEDURE FOR HANDBRAKE OPERATIONS NOT LISTED IN THIS SECTION
16	16	0	RSR S112	ONE OR MORE EOD FAILED TO PROPERLY RELEASE A HAND BRAKE ON ENGINE OR CAR BEFORE MOVING THE EQUIPMENT
9	9	0	RSR S111	ONE OR MORE EOD FAILED TO ENSURE THAT HANDBRAKE(S) WERE SET PROPERLY (NO KINKS IN THE CHAIN, ETC.)
74	78	0	RSR S110	ONE OR MORE EOD FAILED TO APPLY/RELEASE HANDBRAKE USING PROPER STANCE (FOR INSTANCE, 3 POINTS OF CONTACT WITH THE EQUIPMENT
46	52	0	RSR S099	ONE OR MORE EOD FAILED A SPECIFIC PROCEDURE FOR GOING BETWEEN EQUIPMENT NOT LISTED IN THIS SECTION
21	21	0	RSR S005	ONE OR MORE EOD FAILED TO ENSURE THAT COMM WITH THEIR OWN CREW, ANOTHER CREW(S) OR THE PERSON IN CHARGE AT THE SWITCHING
250	326	0	RSR S004	ONE OR MORE EOD FAILED TO ENSURE REQUIRED DISTANCE WAS MAINTAINED WHEN PASSING BEHIND OR IN FRONT OF STANDING EQUIPMENT
133	175	0	RSR S003	ONE OR MORE EOD FAILED TO ENSURE REQUIRED DISTANCE WAS MAINTAINED BETWEEN EQUIPMENT (25 FEET, 50 FEET, ETC.) BEFORE GOING BTW EQP
27	30	0	RSR S002	ONE OR MORE EOD FAILED TO ENSURE THAT PROPER PROCEDURES WERE FOLLOWED WHILE ADJUSTING DRAWBARS OR COUPLERS
223	295	0	RSR S001	ONE OR MORE EOD FAILED TO ENSURE THAT PROCEDURES REQUIRED BEFORE GOING BTW RAIL EQUIPMENT ("RED ZONE" OR "3 POINT" PROTECTION)
36	40	0	ROR H899	OTHER CAUSES RELATING TO RCL/RCO OPERATIONS AND PROCEDURES (PROVIDE DETAILED DESCRIPTION IN NARRATIVE)
2	2	0	ROR H812	MISLEADING INSTRUCTIONS/INFORMATION GIVEN TO RCO BY CREW MEMBER(S), YARDMASTERS, THIRD PARTIES, ETC.
7	7	0	ROR H811	ONE OR MORE EOD FAILED TO PROVIDE POINT PROTECTION - CAR LEADING

16	29	0	ROR H810	ONE OR MORE EOD FAILED TO PROVIDE POINT PROTECTION AS REQUIRED - LOCOMOTIVE LEADING
7	9	0	ROR H809	ONE OR MORE EOD FAILED TO PLACE RCL SIGN AT LOCOMOTIVE CONTROLS DURING REMOTE OPERATION
3	3	0	ROR H808	ONE OR MORE EOD FAILED TO PROPERLY PERFORM "PITCH AND CATCH" PROCEDURE(S)
2	2	0	ROR H807	ONE OR MORE EOD OPERATED RCL WHILE SIMULTANEOUSLY OPERATING OTHER EQUIPMENT
5	8	0	ROR H806	ONE OR MORE EOD OPERATED RCL WHILE OUT OF POSITION, I.E., MOVEMENT OUT OF OPERATOR'S RANGE OF VISION
3	3	0	ROR H805	ONE OR MORE EOD FAILED TO PROPERLY TEST RCL EQUIPMENT WHEN REQUIRED
6	6	0	ROR H804	RCZ NOT PROPERLY IDENTIFIED/DEFINED INCLUDING PROPERLY DISPLAYED SIGNS
10	10	0	ROR H802	ONE OR MORE EOD FAILED TO PROPERLY ACTIVATE/DEACTIVATE RCZ
15	15	0	ROR H801	ONE OR MORE EOD FAILED TO PROPERLY SECURE UNATTENDED RCL
72	95	0	ROR H799	ONE OR MORE EOD FAILED TO COMPLY WITH A SWITCH ISSUE NOT LISTED IN THIS SECTION
1	1	0	ROR H707	ONE OR MORE EOD FAILED TO RECEIVE PERMISSION FROM THE EMPLOYEE IN CHARGE BEFORE ENTERING THE MAIN TRACK AT A HAND THROW SWITCH
62	68	0	ROR H706	ONE OR MORE EOD FAILED TO ENSURE ALL SWITCHES INVOLVED WITH A MOVE WERE PROPERLY LINED AFTER BEING USED
63	75	0	ROR H705	ONE OR MORE EOD FAILED TO ENSURE ALL SWITCHES INVOLVED WITH THE MOVE WERE PROPERLY LINED BEFORE MOVEMENT WAS BEGUN
190	293	0	ROR H703	ONE OR MORE EOD FAILED TO ENSURE THAT SWITCH(ES) WERE LATCHED OR LOCKED PRIOR TO OR SUBSEQUENT TO, MOVEMENT OVER THE SWITCH OR SWITCHES
169	220	0	ROR H702	ONE OR MORE EOD FAILED TO ENSURE THAT ALL SWITCHES INVOLVED WITH A MOVE WERE PROPERLY LINED
6	6	0	ROR H699	ONE OR MORE EOD FAILED TO COMPLY WITH A SPEED ISSUE NOT LISTED IN THIS SECTION
2	4	0	ROR H607	ROR H607
2	2	0	ROR H605	ONE OR MORE EOD FAILED TO COMPLY WITH RESTRICTED SPEED OTHER THAN WHEN REQUIRED BY BLOCK SIGNAL INDICATION
9	9	0	ROR H604	ONE OR MORE EOD FAILED TO COMPLY WITH TRACK, EQUIPMENT OR CONDITIONAL SPEED-OTHER THAN AUTOMATIC OR ABSOLUTE SIGNAL-REQUIREMENTS
3	6	0	ROR H603	ONE OR MORE EOD FAILED TO CONTROL SPEED DURING SWITCHING MOVEMENT
52	68	0	ROR H599	ONE OR MORE EOD FAILED TO COMPLY WITH AN INSPECTION OR MAKE-UP ISSUE NOT LISTED IN THIS SECTION
2	2	0	ROR H505	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING WAYSIDE INSPECTION DEVICES
48	65	0	ROR H504	ONE OR MORE EOD FAILED TO INSPECT A PASSING TRAIN WHEN IN A POSITION TO DO SO
4	6	0	ROR H503	ONE OR MORE EOD FAILED TO PROPERLY MAKE-UP OR PLACE CARS IN THE TRAIN
97	101	0	ROR H499	ONE OR MORE EOD FAILED TO COMPLY WITH A MOVEMENT ISSUE NOT LISTED IN THIS SECTION
9	12	0	ROR H408	ONE OR MORE EOD FAILED TO ENSURE THAT ALL PROCEDURES WERE FOLLOWED TO ENSURE ACCURATE DELIVERY OF ALL TRACK WARRANTS, BULLETINS, ETC.
4	4	0	ROR H407	ONE OR MORE EOD FAILED TO STOP, RECEIVE, RECORD, AND/OR RETAIN AUTHORITY TO PASS A STOP SIGNAL
47	211	0	ROR H405	ONE OR MORE EOD FAILED TO COMPLY WITH REQUIREMENTS INVOLVED IN TRANSMITTING, COPYING OR REPEATING CORRECTLY ANY MANDATORY DIRECTIVE
23	27	0	ROR H404	ONE OR MORE EOD FAILED TO COMPLY WITH TRAIN ORDER, TRACK WARRANT, TRACK BULLETIN, TIMETABLE AUTHORITY OTHER MAIN TRACK INSTRUCTION
2	2	0	ROR H403	ONE OR MORE EOD FAILED TO ENSURE THAT THE MOVEMENT OF TRAIN, ENGINE OR TRACK CAR COMPLIED WITH WRITTEN OR VERBAL INSTRUCTIONS RECEIVED
18	21	0	ROR H402	ONE OR MORE EOD FAILED TO COMPLY WITH REQUIREMENTS INVOLVED IN THE MOVEMENT

				OF MOTOR CAR(S) OR OTHER ON-TRACK EQUIPMENT
32	37	0	ROR H401	ONE OR MORE EOD FAILED TO ENSURE THAT TRAIN OR ENGINE WAS STOPPED IN THE CLEAR
72	80	0	ROR H399	ONE OR MORE EOD FAILED TO COMPLY WITH A SWITCHING OPERATIONS ISSUE NOT LISTED IN THIS SECTION
2	2	0	ROR H310	ONE OR MORE EOD FAILED TO COMPLY WITH, MAINTAIN OR PROPERLY POST CLOSE OR NO CLEARANCE SIGNS OR PROCEDURES
11	23	0	ROR H309	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING COMMUNICATION WITH OTHER CREW(S) ABOUT WORK IN PROGRESS.
76	87	0	ROR H308	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS TO STRETCH CARS BEFORE SHOVING
7	12	0	ROR H307	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING A FAILURE TO PLACE OR REMOVE A TRACK SKATE
70	71	0	ROR H306	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING SHOVING MOVE, ACCOUNT LACK OF EOD ON, AT OR AHEAD OF THE LEADING END OF
5	7	0	ROR H305	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING SWITCHING, HUMPING OR KICKING HAZARDOUS MATERIAL CARS
16	17	0	ROR H304	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING JOB BRIEFINGS
141	164	0	ROR H303	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING DERAIL OPERATIONS (ON-OFF)
194	199	0	ROR H302	ONE OR MORE EOD FAILED TO ENSURE THAT EQUIPMENT WAS NOT FOULING ADJACENT TRACK BEFORE LEAVING SUCH EQUIPMENT.
50	53	0	ROR H299	ONE OR MORE EOD FAILED TO COMPLY WITH A SIGNAL ISSUE NOT LISTED IN THIS SECTION
38	43	0	ROR H216	ONE OR MORE EOD FAILED TO ENSURE TRAIN WAS EQUIPPED WITH A MARKER TO INDICATE THE REAR OF THE TRAIN
214	228	0	ROR H215	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING HEADLIGHT OR DITCHLIGHT USE (DIM/OFF/DIRECTION OF MOVEMENT/ETC)
170	198	0	ROR H214	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING USE OF WHISTLE/BELL
2	2	0	ROR H213	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING CAB SIGNAL USE
19	27	0	ROR H212	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS CONCERNING THE PROPER METHOD TO BE USED TO PASS THROUGH A RAILROAD CROSSING AT GRADE
2	2	0	ROR H211	ONE OR MORE EOD FAILED TO COMPLY WITH APPLICABLE PROCEDURES WHEN DELAYED IN BLOCK OR WHEN ENTERING MAIN TRACK BETWEEN BLOCK SIGNALS
3	3	0	ROR H210	ONE OR MORE EOD FAILED TO COMPLY WITH REQUIREMENTS GOVERNING TRAIN MOVEMENTS THAT PASS ABSOLUTE BLOCK SIG, INCLUDING RESTRICTED SPEED
2	2	0	ROR H209	ONE OR MORE EOD FAILED TO COMPLY WITH REQUIREMENTS GOVERNING TRN MOVEMENTS THAT PASS AUTO BLOCK SIGS, INCLUDING RESTRICTED SPEED ISSUES.
7	8	0	ROR H207	ONE OR MORE EOD IMPROPERLY PLACED FLAG(S) (INCLUDES ABSENCE OF FLAGS REQUIRED BY BULLETIN ORDER, TRACK/TEMPORARY SPEED FLAGS, ETC.)
1	1	0	ROR H206	ONE OR MORE EOD FAILED TO COMPLY WITH THE REQUIREMENTS OF A STOP BANNER.
13	22	0	ROR H205	ONE OR MORE EOD FAILED TO COMPLY WITH THE MINIMUM NUMBER OF FUSSES OR TORPEDOES REQUIRED TO PROPERLY FLAG
12	12	0	ROR H204	ONE OR MORE EOD FAILED TO GIVE PROPER HAND SIGNAL(S)
8	10	0	ROR H203	ONE OR MORE EOD ACTED ON IMPROPER HAND SIGNAL(S)
1	1	0	ROR H202	ONE OR MORE EOD FAILED TO STOP MOVE WHEN HAND SIGNAL WENT OUT OF VIEW
227	337	0	ROR H199	ONE OR MORE EOD FAILED A SPECIFIC ACTION NOT LISTED IN THIS SECTION
6	7	0	ROR H111	ONE OR MORE EOD FAILED TO ENSURE THAT ALL PROCEDURES CONCERNING THE APPLICATION AND USE OF BLOCKING DEVICES BY TRAIN DISPATCHERS FOLLOWED
19	23	0	ROR H110	ONE OR MORE EOD IN THE CAB OF A LOCO FAILED TO CALL OR RESPOND TO A CALLED SIGNAL NAME/ASPECT OBSERVED DURING A TRAIN RIDE INSPECTION

234	281	0	ROR H109	ONE OR MORE EOD WAS OBSERVED TO BE IN NON-COMPLIANCE WITH REQUIRED PERSONAL PROTECTIVE EQUIPMENT (PPE)
20	31	0	ROR H108	ONE OR MORE EOD FAILED TO ENSURE THAT THE BULLETIN BOARD, BOOK OR OTHER REQUIRED INFORMATION WAS CURRENT AT A REQUIRED LOCATION
12	151	0	ROR H107	ONE OR MORE EOD FAILED TO COMPLY WITH REQUIREMENTS FOR OBSERVING THE BULLETIN BOARD/BOOK
70	105	0	ROR H106	ONE OR MORE EOD FAILED TO COMPLY WITH RULES GOVERNING TIMETABLE/RULE BOOK POSSESSION
51	123	0	ROR H105	ONE OR MORE EOD FAILED TO COMPLY WITH ANY GENERAL CONDUCT RULE NOT LISTED IN THIS SECTION
20	26	0	ROR H104	EMPLOYEE IS OBSERVED ASLEEP OR ASSUMING AN ATTITUDE OF SLEEP
58	60	0	ROR H099	ONE OR MORE EOD FAILED TO COMPLY WITH A BRAKE ISSUE NOT LISTED IN THIS SECTION
14	14	0	ROR H006	ONE OR MORE EOD FAILED TO TEST HANDBRAKE FOR EFFECTIVENESS BEFORE CUTTING AWAY FROM THE EQUIPMENT
15	16	0	ROR H005	ONE OR MORE EOD FAILED TO OPERATE THE INDEPENDENT OR AUTOMATIC AIR BRAKE SYSTEM IN COMPLIANCE WITH THE RR'S WRITTEN INSTRUCTIONS
90	107	0	ROR H004	ONE OR MORE EOD FAILED TO APPLY OR TO APPLY ENOUGH, HAND BRAKES ONCAR(S)
86	117	0	ROR H003	ONE OR MORE EOD FAILED TO APPLY, OR PROPERLY APPLY, HANDBRAKE ON ENGINE(S)
153	172	0	ROR H002	ONE OR MORE EOD FAILED TO PROPERLY SECURE, OTHER THAN HANDBRAKES, ENGINE(S) (ISOLATION SWITCHES, REVERSER HANDLES IN PROPER PLACE
2	2	0	ROR H001	ONE OR MORE EOD BOTTLED THE AIR

Federal Railroad Administration
Office of Safety Analysis

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2.05 - Defect Summary

This report produced on Friday, Mar 28, 2008

Selections: Railroad - ALL
All States, All regions
Federal & State Inspectors, All Disciplines
All Areas, All Source Codes

Jan 2007 To Dec 2007

69,235 Reports 307,208 Defects 3,715,843 Units 285,185 Observations
4,495 Violation Rpts 14,103 Violation Defects
Inspected on 51,098 days.

Activity	Observations	Units	Defects	Violations
Exempts./Competent Authorities	95	157	0	0
Registration Requirements	1,959	2,217	101	11
General Information	292	1,200	87	54
Shipping Papers	7,159	97,920	1,740	343
Emergency Response Information	4,513	51,199	108	73
DOT Hazardous Material Tng.	1,966	28,811	3,347	775
SECURITY PLANS	1,749	2,159	479	10
SECURITY TRAINING	1,651	21,300	1,373	52
General Requirements	4,526	77,184	1,581	91
General Operating Requirements	2,959	5,493	414	265
General Handling/Loading Rqts.	384	2,655	65	26
Remedial Action Not Reported	27	31	59	53
Hours of Service	238	821	302	245
Frt Car Standards	12,343	674,927	18,447	368
Rules Class	119	123	0	0
Dispatchers/Operators	452	547	2	1
Emergency Orders	1,576	1,988	86	14
Remote Control Operations	872	1,158	0	0
Other Operations Observations	10,642	16,698	12	1
Programs and Records	888	1,328	998	308
Freight Train Riding-Main	837	919	0	0
OP Testing Sessions	859	925	48	4
Passenger related train riding	767	849	0	0
Camp Car Protection	46	47	2	1
Flag Protection Rule	1,639	2,222	61	4
Hump Yard Protection	63	89	3	0
Blue Signal-Main Track	3,802	6,095	123	23
Blue Signal-Locomotive Area	3,040	5,261	155	15

Tampering	2,893	4,590	86	5
Utility Employee	194	202	29	7
Yard Limits	343	541	40	0
Drug and Alcohol	798	979	1,885	91
Radio Standards	4,515	5,808	1,357	89
Rear End Markers	2,109	3,773	61	7
Use of loc horn	687	1,267	0	0
Use of loc horn (OP)	1,466	2,017	232	20
Glazing	6,911	27,137	325	1
Reflectorization Rail Freight	864	21,442	50	0
Internal Controls-Injury/Illns	562	569	170	27
Injury/Illness Reporting	3,807	4,251	3,156	989
H/S Act: Rec, Faclt. Insp.	1,203	5,767	6,016	374
Clean, Safe and Sanitary	18	27	0	0
Diesel/Elec Locomotive	9,118	29,081	24,595	603
Electric Locomotive	97	204	76	0
MU Locomotive	68	534	78	2
Other Locomotive	147	276	47	0
Remote Control Locomotive	225	427	607	34
Steam Locomotive	135	160	85	5
Steam Loco. Observation/Test	71	110	0	0
Safety Appl. (Cars and Locos)	16,421	712,174	47,148	689
Power Brakes (Cars and Locos)	13,624	516,719	25,806	334
Any Car With Air	4,657	238,501	9,509	216
End of Train Device	3,179	5,973	35	1
OP Initial Term Brake Tst in C	299	328	2	0
Single Car Test	359	833	220	105
Initial Brake Test	2,943	7,164	852	79
OP Securement of Loco/Equipmen	5,746	11,114	912	216
Psgr. Equip. Safety Standards	735	6,875	2,450	11
Single Car test	9	15	0	0
Initial brake test	144	242	0	0
Psgr. Train Emergency Prep.	631	2,506	223	155
Locomotive Engr. Certification	4,709	6,493	976	106
Automatic Block - Other	104	466	21	0
Automatic Block - Signals	387	2,464	486	7
Automatic Block - Switches	239	873	147	1
Automatic Cab - Locomotive	66	442	48	4
Automatic Cab - Other	26	145	7	1
Automatic Train Control - Loco	175	746	123	29
Automatic Train Control- Other	33	158	12	3
ATIP (T-10/T-6)	1,281	62,287	0	0
Automatic Train Stop - Loco.	51	402	59	2
Automatic Train Stop - Other	29	242	2	1
Bridge Worker Safety Insp.	319	625	37	7
Review CWR plans	2,038	2,143	547	17
Derail	3,500	11,407	343	0
Freight Container	998	10,686	382	15
Ride railroad GRMG	1	20	0	0

Ride railroad GRMS	17	162	2	0
Highway Grade X-ing - Other	3,944	33,889	1,629	24
Highway Grade X-ing - Records	882	42,523	7,896	3434
Highway Grade X-ing - Signals	4,673	60,014	10,293	259
Highway Grade X-ing - Track	47	146	0	0
Highway Grade X-ing - Switch	310	654	101	0
5800.1 Reports/NRC Report	353	346	2	1
Int. Bulk Container (Gnd lvl)	74	413	7	0
Int. Bulk Container (All clos)	45	175	3	0
Int. Bulk Container (No Haz)	2	4	0	0
Int. Bulk Container (Not Insp)	2	1	1	0
Intermodal Marketing Company	26	26	0	0
Intermodal Facility Operations	523	523	0	0
Interlocking - Other	296	2,232	208	3
Interlocking - Signals	614	3,494	437	4
Interlocking - Switches	469	2,467	459	9
Intermodal Port. Tank (Ground)	301	1,388	187	41
Intermodal Port. Tank (All)	70	241	30	6
Intermodal Port. Tank (No Haz)	3	5	0	0
Intermodal Port. Tank (Not Ins	4	2	1	1
Locomotive Control Sys. Recs.	139	3,277	609	49
Lift rail assemblies	84	372	0	0
Life Tips Discussed (RWP)	1,402	11,578	0	0
Mfg/Maint Fac. Ops (not a TCF)	14	14	0	0
MPandE Records	11,691	133,123	9,260	303
Bridge Inspections(Track only)	643	1,861	0	0
Hi-Rail main Track	7,134	162,390	13,295	47
Walk Main Track	7,739	13,246	22,436	442
Non-bulk Packaging	121	1,834	11	1
Noise Inspection	3	3	0	0
OP Records Inspection	28	54	0	0
Owner Record Inspections	12	312	4	1
Other - Locomotive	2	2	0	0
Other - Other	118	475	0	0
Other - Signals	71	1,631	1	0
Other - Switches	25	123	0	0
Portable Tank (Ground level)	29	234	5	0
Portable Tank (All closures)	36	140	11	0
Portable Tank (No Hazmat)	1	5	0	0
Quality Assurance Program	223	967	271	52
Review qualification test plan	1	1	0	0
Vehicle qualification testing	1	1	0	0
Radioactive Material Pkg (Gnd)	68	370	101	11
Radioactive Material Pkg (All)	11	80	0	0
Rail Car Not Tank (Ground)	969	5,158	416	17
Rail Car Not Tank (All)	66	261	53	14
Rail Car Not Tank (No Hazmat)	136	1,512	41	2
Rail Car Not Tank (Not Insp)	13	56	8	1
Roadway Maint Machine & Hi-rai	5,578	8,430	713	13

Railroad Operations	8,471	8,471	0	0
Roadway Worker Protection Rule	15,907	36,487	971	107
Rail Crossing Main Track	1,015	2,028	582	7
Rail Crossing Yard Track	66	104	18	0
Shipper/Consignee Operations	3,229	3,229	0	0
Signal Other - (non-spec SMCP)	1	1	0	0
Signal Records	318	22,003	1,931	130
Speed/Class Inspection	13	25	0	0
Train Riding	180	468	2	0
Switching Ops with HAZMAT cars	728	4,452	0	0
Tank Car (Ground level)	6,859	99,437	2,499	146
Tank Car (All closures)	5,170	33,396	3,917	678
Tank Car (No Hazmat)	197	1,094	30	1
Tank Car (Not Inspected)	248	358	174	118
Tank Car Facility (Class A)	7	7	0	0
Tank Car Facility (Class B)	10	10	0	0
Tank Car Facility (Class C)	142	142	0	0
Tank Car Facility (Class F)	54	54	0	0
Tank Car Facility (Class G)	16	16	0	0
Tank Car Facility (Class L)	7	7	0	0
Traffic Control - Other	1,172	5,351	350	5
Traffic Control - Signals	2,054	13,039	2,934	46
Traffic Control - Switches	1,659	5,904	1,338	35
Ride RR track geometry car	86	3,101	0	0
Turnouts Main Track	8,653	79,604	26,657	144
Turnouts Yard Track	4,034	42,991	15,536	67
In-train Placement,HAZMAT Cars	3,203	7,862	88	57
Track Records	937	79,582	7,855	640
Train Riding	74	266	0	0
Train Riding	684	41,095	234	0
Tank Car Unloading	1,858	3,178	560	35
United States Code	50	265	90	19
Ride railroad VTI vehicle	2	34	0	0
Inspect welding plant	1	1	0	0
Hi-Rail Yard Track	440	1,758	256	3
Walk Yard Track	4,230	8,280	13,860	140

Any defects that begin with ROR, RSR, or TSI are not Federal defects. They are observations of a company violating their own operating rules.

Nbr	Defects	Viol	Defect	Defect "Nbr" is the number of line items used to record defects
16	59	16	USC020701	LOCOMOTIVE NOT IN SAFE AND SUITABLE CONDITION FOR SERVICE (EXPLAIN)
8	12	3	USC020303	FAILURE TO MEET CONDITIONS OF MOVEMENT FOR REPAIR FOR LOCOMOTIVE OR CAR WITH DEFECTIVE POWER BRAKES AND/OR SAFETY APPLIANCES (EXPLAIN)
17	19	0	USC020302	LOCOMOTIVE, CAR OR TRAIN NOT PROPERLY EQUIPPED WITH POWER BRAKES, AUTOMATIC COUPLERS OR SAFETY APPLIANCES (EXPLAIN)
3	3	3	HSA 21105B2	HSA 21105B2
35	37	31	HSA 21105B1	HSA 21105B1
7	7	1	HSA 21104A2C1	HSA 21104A2C1
31	34	29	HSA 21104A2B	HSA 21104A2B

7	8	2	HSA 21104A2A	HSA 21104A2A
108	167	151	HSA 21103A2	HSA 21103A2
50	64	44	HSA 21103A1	HSA 21103A1
1	1	0	EO 00246B	THE RAILROAD FAILED TO SPECIFICALLY PROVIDE FOR A MINIMUM NUMBER OF TESTS RELEVANT TO EO 24 PER YEAR.
1	1	0	EO 00245A	IN THE CASE OF A TRAIN, CREWMEMBER WHO OPERATED THE SWITCH FAILED TO COMMUNICATE WITH THE ENGINEER BY RADIO WHILE PHYSICALLY AT THE SWITCH LOCATION, S
1	1	0	EO 00243D	EMPLOYEE / RAILROAD FAILED TO RETAIN SPAFS FOR A PERIOD OF FIVE DAYS AND/OR MAKE AVAILABLE TO REPRESENTATIVES OF THE FRA FOR INSPECTION AND COPYING.
15	15	3	EO 00243C	EMPLOYEE FAILED TO RECORD ALL REQUIRED INFORMATION ON THE SPAF BEFORE REPORTING CLEAR OF THE LIMITS OF THE MAIN TRACK AUTHORITY.
10	13	2	EO 00243B	EMPLOYEE FAILED TO MAKE ENTRY ON THE SPAF WITH RESPECT TO A SPECIFIC HAND-OPERATED MAIN TRACK SWITCH IN NON-SIGNALED TERRITORY AS SOON AS PRACTICABLE
13	18	2	EO 00243A	EMPLOYEES OPERATING HAND-OPERATED MAIN TRACK SWITCHES IN NON-SIGNALED TERRITORY FAILED TO COMPLETE A SPAF.
2	2	0	EO 00242J	IN THE CASE OF A TRAIN, THE TRAIN DISPATCHER FAILED TO CONFIRM THAT BOTH THE CONDUCTOR AND ENGINEER HAD INITIALED THE SPAF AS REQUIRED.
2	2	1	EO 00242I	THE TRAIN DISPATCHER FAILED TO CONFIRM THE SWITCH POSITIONS WITH THE EMPLOYEE RELEASING THE LIMITS BEFORE CLEARING THE LIMITS OF THE AUTHORITY.
4	4	0	EO 00242H	BEFORE RELEASING THE LIMITS OF A MAIN TRACK AUTHORITY, THE EMPLOYEE RELEASING THE LIMITS FAILED TO REPORT TO THE TRAIN DISPATCHER THAT ALL HAND-OPERAT
10	11	2	EO 00242G	MAIN TRACK SWITCH, WHEN NOT IN USE, WAS NOT LOCKED, HOOKED OR LATCHED.
1	1	1	EO 00242D	EMPLOYEE OPERATING HAND-OPERATED MAIN TRACK SWITCHES IN NON-SIGNALED TERRITORY FAILED TO VISUALLY ENSURE THAT: HAND-OPERATED MAIN TRACK SWITCHES WERE
2	2	2	EO 00242C	EMPLOYEES OPERATING HAND-OPERATED MAIN TRACK SWITCHES IN NON-SIGNALED TERRITORY FAILED TO PROPERLY OPERATE AND/OR RESTORE THE SWITCH TO ITS NORMAL POS
2	4	0	EO 00241D	RAILROAD FAILED TO MAINTAIN REQUIRED RECORDS FOR A PERIOD OF AT LEAST TWO YEARS FOLLOWING THE END OF THE CALENDAR YEAR DURING WHICH THE INSTRUCTION WA
2	2	0	EO 00241C	RAILROADS FAILED TO MAINTAIN RECORDS OF BOTH INITIAL AND PERIODIC INSTRUCTION AVAILABLE FOR INSPECTION AND COPYING BY REPRESENTATIVES OF THE FRA DURIN
2	2	0	EO 00241B	RAILROAD FAILED TO PROVIDE PERIODIC INSTRUCTION TO ALL AFFECTED EMPLOYEES IN ACCORDANCE WITH 49 CFR 217.11
6	6	1	EO 00241A	RAILROAD FAILED TO PROVIDE INITIAL INSTRUCTION TO AFFECTED EMPLOYEES ON THIS EO AND THE RAILROAD S OPERATING RULES RELATING TO THE OPERATION OF HAND-O
2	2	0	EO 00202	EO 00202
1	1	1	2400307K	RAILROAD'S DECISION NOT TO SUSPEND IS MADE IN BAD FAITH
1	1	0	2400305B2	FAILURE OF CERTIFIED ENGINEER TO: DISPLAY CERTIFICATE UPON REQUES
15	15	1	2400305B1	FAILURE OF CERTIFIED ENGINEER TO: POSSESS CERTIFICATE WHILE ON DUTY AS ENGINEE
9	9	0	2400305B(2)	FAILURE OF CERTIFIED ENGINEER TO: DISPLAY CERTIFICATE UPON REQUEST
44	47	4	2400305B(1)	FAILURE OF CERTIFIED ENGINEER TO: POSSESS CERTIFICATE WHILE ON DUTY AS ENGINEER
1	1	0	2400305A4	UNLAWFUL TO: OCCUPY MAIN TRACK WITHOUT AUTHORITY OR PERMISSIO
1	1	0	2400305A(5)	UNLAWFUL TO: KNOWINGLY OPERATE WITH AN UNAUTHORIZED DISABLED LOCOMOTIVE MOUNTED SAFETY DEVICE OR TAMPER WITH IT
1	1	0	2400305A(4)	UNLAWFUL TO: OCCUPY MAIN TRACK WITHOUT AUTHORITY OR PERMISSION
4	23	1	2400305A(2)	UNLAWFUL TO: EXCEED SPEED BY 10 MPH OR FAIL TO STOP WITHIN HALF THE RANGE OF VISION RESULTING IN A REPORTABLE ACCIDENT/INCIDENT UNDER PART 225
1	1	0	2400305A(1)	UNLAWFUL TO: PASS STOP SIGNAL WITHOUT AUTHORITY OR PERMISSION
1	1	0	2400303D(6)	OPERATING RULE EFFICIENCY TEST IMPROPER BECAUSE:FAILURE TO DOCUMENT TEST

				WITHIN 30 DAYS
1	7	0	2400303D(2)	OPERATING RULE EFFICIENCY TEST IMPROPER BECAUSE:TEST FAILS TO MEET ONE OF THE REQUIRED CRITERIA
8	21	2	2400303C	FAILURE TO CONDUCT OPERATING RULE EFFICIENCY TEST EACH CALENDAR YEAR
18	19	9	2400303B	FAILURE TO MONITOR PERFORMANCE ONCE EACH CALENDAR YEAR
1	1	0	2400303A	FAILURE TO HAVE MONITORING PROGRAM
1	4	0	2400301A	FAILURE TO HAVE CERTIFICATE REPLACEMENT SYSTEM OR REPLACEMENT SYSTEM NOT REASONABLE OR ACCESSIBLE
1	1	0	2400231C(4)	RAILROAD FAILS TO FURNISH PILOT WHEN TERRITORY OPERATIONS NOT RESTRICTED TO A SPEED THAT WILL PERMIT STOPPING WITHIN HALF THE RANGE OF VISION
1	1	0	2400231C(3)	RAILROAD FAILS TO FURNISH PILOT WHEN MAXIMUM AUTHORIZED SPEED ON TRACK EXCEEDS 20 MPH
1	1	0	2400231C(2)	RAILROAD FAILS TO FURNISH PILOT WHEN DISTANCE TRAVELED ON MAIN TRACK EXCEEDS ONE (1) MILE
4	4	0	2400231A	RAILROAD ALLOWS ENGINEER TO OPERATE WHO IS NOT QUALIFIED ON THE PHYSICAL CHARACTERISTICS OF THE TERRITORY OR NOT ADDRESSED IN PROGRAM
2	64	4	2400229C1IV	CONTROLLING RAILROAD RELIES ON OTHER RAILROAD CERTIFICATION WITHOUT DETERMINING THAT: THE PERSON HAS THE NECESSARY PHYSICAL CHARACTERISTICS TRAINING O
2	64	4	2400229C1III	CONTROLLING RAILROAD RELIES ON OTHER RAILROAD CERTIFICATION WITHOUT DETERMINING THAT: THE PERSON HAS THE NECESSARY OPERATING SKILLS TO OPERATE OVER IT
2	64	4	2400229C1II	CONTROLLING RAILROAD RELIES ON OTHER RAILROAD CERTIFICATION WITHOUT DETERMINING THAT: THE PERSON IS KNOWLEDGEABLE ON ITS OPERATING RULE
1	3	3	2400229C(2)	EMPLOYING RAILROAD ALLOWS UNQUALIFIED ENGINEER TO OPERATE OVER JOINT OPERATIONS TERRITORY
1	3	3	2400229C(1)(II)	CONTROLLING RAILROAD RELIES ON OTHER RAILROAD CERTIFICATION WITHOUT DETERMINING THAT: THE PERSON IS KNOWLEDGEABLE ON ITS OPERATING RULES
1	1	0	2400229A	ALLOWING UNCERTIFIED ENGINEER TO OPERATE IN JOINT OPERATIONS TERRITORY
2	2	0	2400225A(1)	FAILURE TO DETERMINE CERTIFICATION IS STILL VALID
5	6	0	2400223D	UNLAWFUL TO MAKE FALSE ENTRIES, MISSTATEMENT , OMISSION, OR MUTILATE
1	1	0	2400223B	FAILURE TO DESIGNATE PERSON OTHER THAT DSLE, WHO IS AUTHORIZED TO SIGN CERTIFICATE
4	4	0	2400223A7	CERTIFICATE REQUIREMENTS:FAILS TO INDICATE DATE OF LAST MONITORING RIDE IF NOT ON SUPPLEMENTAL DOCUMENT
2	2	0	2400223A5	CERTIFICATE REQUIREMENTS:FAILS TO INDICATE ISSUING OR EFFECTIVE DAT
2	2	0	2400223A4	CERTIFICATE REQUIREMENTS:FAILS TO IDENTIFY ANY APPLICABLE CONDITIONS OR RESTRICTION
1	1	0	2400223A3	CERTIFICATE REQUIREMENTS:FAILS TO IDENTIFY PERSON WITH DESCRIPTION OR PHOTOGRAP
1	1	0	2400223A1	CERTIFICATE REQUIREMENTS:FAILS TO INDICATE RAILROAD OR PARENT COMPAN
36	38	2	2400223A(7)	CERTIFICATE REQUIREMENTS:FAILS TO INDICATE DATE OF LAST MONITORING RIDE IF NOT ON SUPPLEMENTAL DOCUMENTS
2	2	0	2400223A(6)	CERTIFICATE REQUIREMENTS:FAILS TO HAVE SIGNATURE OF ISSUING EMPLOYEE
5	5	0	2400223A(5)	CERTIFICATE REQUIREMENTS:FAILS TO INDICATE ISSUING OR EFFECTIVE DATE
5	12	8	2400223A(4)	CERTIFICATE REQUIREMENTS:FAILS TO IDENTIFY ANY APPLICABLE CONDITIONS OR RESTRICTIONS
11	11	0	2400223A(3)	CERTIFICATE REQUIREMENTS:FAILS TO IDENTIFY PERSON WITH DESCRIPTION OR PHOTOGRAPH
1	1	0	2400223A(2)	CERTIFICATE REQUIREMENTS:FAILS TO INDICATE RAILROAD IS ACTING IN CONFORMITY WITH THIS PART

1	2	2	2400221D	FAILURE TO UPDATE REQUIRED LISTS ANNUALLY
8	8	1	2400221B	FAILURE TO MAINTAIN PROPER LIST OF CERTIFIED ENGINEER
3	3	0	2400221A	FAILURE TO MAINTAIN LIST OF DSLES
1	1	1	2400219A	FAILURE TO NOTIFY CANDIDATE OF ADVERSE INFORMATION AND/OR PROVIDE CANDIDATE OPPORTUNITY FOR COMMENT.
2	2	0	2400217D	FAILURE TO ISSUE CERTIFICATE WITHIN 30 DAYS OF CERTIFICATION DECISION
1	1	0	2400217C(1)	OTHER TIME LIMITATIONS: ALLOWING CERTIFICATION INTERVAL TO EXCEED 36-MONTH PERIOD
1	1	1	2400217A4	CERTIFYING AN ENGINEER USING OUTDATED DATA AS FOLLOWS: PERFORMANCE SKILLS DATA THAT IS MORE THAN 366 DAYS OL
2	2	0	2400217A(4)	CERTIFYING AN ENGINEER USING OUTDATED DATA AS FOLLOWS: PERFORMANCE SKILLS DATA THAT IS MORE THAN 366 DAYS OLD
2	2	0	2400217A(3)	CERTIFYING AN ENGINEER USING OUTDATED DATA AS FOLLOWS: KNOWLEDGE TEST DATA THAT IS MORE THAN 366 DAYS OLD
4	8	0	2400217A(2)	CERTIFYING AN ENGINEER USING OUTDATED DATA AS FOLLOWS: HEARING & VISUAL ACUITY DATA THAT IS MORE THAN 366 DAYS OLD
1	1	0	2400217A(1)	CERTIFYING AN ENGINEER USING OUTDATED DATA AS FOLLOWS: ELIGIBILITY DATA THAT IS MORE THAN 366 DAYS OLD
2	2	2	2400215I	FALSIFICATION OF RECORDS
4	8	0	2400215H	FAILURE TO MAINTAIN RECORDS FOR SIX YEARS
1	2	2	2400215G	IF RELYING ON OTHER RAILROAD CERTIFICATION, FAILURE TO MAINTAIN RECORD OF DATA USED BY THAT RAILROAD TO MAKE CERTIFICATION DECISION
9	32	0	2400215E(3)	FAILURE TO MAINTAIN PERFORMANCE SKILLS TEST RECORD THAT INCLUDES: DATA CONCERNING MONITORING PERFORMANCE UNDER 240.129.
5	13	0	2400215E(1)	FAILURE TO MAINTAIN PERFORMANCE SKILLS TEST RECORD THAT INCLUDES: TEST DATA CONCERNING PASS OR FAIL RESULTS
1	2	0	2400215D(1)	FAILURE TO MAINTAIN KNOWLEDGE TEST RECORD THAT INCLUDES: TEST DATA CONCERNING PERSON'S PASS OR FAILURE
5	6	0	2400215C(1)	FAILURE TO MAINTAIN HEARING AND VISUAL ACUITY RECORD THAT INCLUDES: TEST RESULTS OF ACUITY TEST
1	6	0	2400215B(3)	FAILURE TO MAINTAIN ELIGIBILITY RECORD THAT INCLUDES: RELEVANT DATA ON MOTOR VEHICLE SAFETY CONDUCT
1	2	2	2400213B1	FAILURE TO HAVE WRITTEN DOCUMENTATION SHOWING: COMPLETION OF PROGRA
4	8	0	2400213B(1)	FAILURE TO HAVE WRITTEN DOCUMENTATION SHOWING: COMPLETION OF PROGRAM
1	1	0	2400213A	FAILURE TO DETERMINE PROGRAM COMPLETION
1	1	0	2400211B	FAILURE TO HAVE WRITTEN DOCUMENTATION ON TEST
1	1	0	2400211A	FAILURE TO DETERMINE PROPER SKILLS
3	4	2	2400209B	FAILURE TO HAVE WRITTEN DOCUMENTATION OF TEST
1	1	1	2400209A	FAILURE TO PROPERLY DETERMINE KNOWLEDGE
13	13	4	2400207E	FAILURE TO USE DEVICE NEEDED FOR PROPER ACUITY FAILURE TO PROPERLY DETERMINE KNOWLEDGE
6	6	0	2400207D	FAILURE TO NOTE IDENTIFIED RESTRICTIONS ON CERTIFICATE
2	2	0	2400207B	IMPROPER PROCEDURES FOR MAKING ACUITY DETERMINATIONS
5	5	0	2400207A	FAILURE TO DETERMINE HEARING AND VISUAL ACUITY
2	4	0	2400205B(2)	FAILURE TO HAVE WRITTEN DOCUMENTS ON FILE OF: RAILROAD EMPLOYEE HISTORY
1	1	0	2400205B(1)	FAILURE TO HAVE WRITTEN DOCUMENTS ON FILE OF: MOTOR VEHICLE HISTORY
2	3	3	2400205A3	FAILURE TO PERFORM SAFETY CONDUCT EVALUATION OF: DRUG AND ALCOHOL HISTOR
1	1	0	2400205A2	FAILURE TO PERFORM SAFETY CONDUCT EVALUATION OF: RAILROAD EMPLOYEE HISTOR
1	1	0	2400205A(2)	FAILURE TO PERFORM SAFETY CONDUCT EVALUATION OF: RAILROAD EMPLOYEE HISTORY

4	8	0	2400205A(1)	FAILURE TO PERFORM SAFETY CONDUCT EVALUATION OF: MOTOR VEHICLE HISTORY
1	1	0	2400203B2	CERTIFYING STUDENT ENGINEER WITHOUT CHECKING PRIOR SAFETY CONDUCT OR DRUG&ALCOHOL COMPLIANC
1	1	0	2400203B(3)	USING STUDENT CERTIFICATION BEYOND 24-MONTH PERIOD TO ISSUE FINAL CERTIFICATION
1	1	0	2400203B(2)	CERTIFYING STUDENT ENGINEER WITHOUT CHECKING PRIOR SAFETY CONDUCT OR DRUG&ALCOHOL COMPLIANCE
2	2	0	2400203B(1)	CERTIFYING STUDENT ENGINEER WITHOUT PERFORMING HEARING AND VISUAL ACUITY TEST
1	2	0	2400203A2	FAILURE TO PERFORM HEARING AND VISUAL ACUITY EXA
1	1	1	2400203A(5)	FAILURE TO COMPLETE TRAINING PROGRAM
2	3	0	2400203A(4)	FAILURE TO CONDUCT SKILLS PERFORMANCE TEST
6	7	1	2400203A(2)	FAILURE TO PERFORM HEARING AND VISUAL ACUITY EXAM
3	3	0	2400201H	FAILURE TO ISSUE CERTIFICATE TO ENGINEER
17	17	11	2400201D	ALLOWING UNCERTIFIED PERSON TO OPERATE
8	16	3	2400201C	FAILURE TO RECERTIFY WITHIN 36 MONTH PERIOD
1	3	0	2400129E(2)	FAILURE TO PERFORM PROPER EFFICIENCY TEST
7	44	0	2400129E(1)	FAILURE TO PERFORM EFFICIENCY TEST WITHIN CALENDAR YEAR
1	1	0	2400129D	OBSERVATION NOT PERFORMED ON PROPER EQUIPMENT
1	1	0	2400129C2	OBSERVATION NOT PERFORMED IN CALENDAR YEA
1	1	0	2400129C(3)	OBSERVATION NOT PERFORMED BY DSLE OR ELECTRONICALLY RECORDED
18	33	3	2400129C(2)	OBSERVATION NOT PERFORMED IN CALENDAR YEAR
3	6	0	2400127D	TEST NOT PROPERLY DOCUMENTED
1	1	0	2400127B	INADEQUATE PROCEDURES FOR TESTING PERFORMANCE SKILLS
3	3	0	2400125D	TEST NOT PROPERLY DOCUMENTED
1	1	0	2400125C(4)	TEST DOES NOT CONTAIN ALL REQUIRED SUBJECTS
1	1	0	2400125C(3)	TEST NOT IN WRITTEN FORM
1	1	0	2400123C(5)(II)	PERFORMANCE SKILLS TRAINING FAILS TO: PLACE STUDENT AT CONTROLS OF LOCOMOTIVE FOR SIGNIFICANT AMOUNT OF TIME
2	11	10	2400123C(5)(I)	PERFORMANCE SKILLS TRAINING FAILS TO: BE SUPERVISED BY QUALIFIED PERSON
1	1	1	2400123C	FAILURE TO HAVE ADEQUATE PROCEDURES FOR TRAINING NEW ENGINEERS
1	2	0	2400123B	FAILURE TO HAVE ADEQUATE PROCEDURES FOR CONTINUING EDUCATION
1	1	0	2400121E2	IMPROPER EVALUATION PROCEDURES: RAILROAD FAILED TO PROVIDE COPY OF PART 240 TO MED. EXAMINE
3	4	0	2400121E1	IMPROPER EVALUATION PROCEDURES: RAILROAD FAILED TO PERFORM MANDATORY RETES
1	1	0	2400121E(2)	IMPROPER EVALUATION PROCEDURES: RAILROAD FAILED TO PROVIDE COPY OF PART 240 TO MED. EXAMINER
2	2	0	2400121E(1)	IMPROPER EVALUATION PROCEDURES: RAILROAD FAILED TO PERFORM MANDATORY RETEST
3	3	0	2400121A	FAILURE TO HAVE ADEQUATE PROCEDURES
1	51	0	2400119B1	CERTIFYING ENGINEER WITH ACTIVE SUBSTANCE ABUSE DISORDE
1	1	0	2400119B(2)	FAILURE TO SUSPEND CERTIFICATION AFTER SUBSTANCE ABUSE DISORDER IDENTIFIED
1	1	0	2400117E	CONSIDERING VIOLATIONS NOT LISTED IN THE REGULATION
1	51	0	2400115C1	FAILURE TO CONSIDER DAT
1	1	0	2400115B	CONSIDERING DATA BEYOND THE 36-MONTH PERIOD
1	1	1	2400113B	FAILURE TO REQUEST PREVIOUS EMPLOYMENT RECORDS
2	2	0	2400113A	FAILURE TO TAKE ACTION REQUIRED TO MAKE INFORMATION AVAILABLE

1	1	0	2400111F1	FAILURE TO REQUEST ADDITIONAL IDENTIFIED RECORD
7	9	0	2400111B2	FAILURE TO REQUEST NDR RECOR
4	4	0	2400111B1	FAILURE TO REQUEST STATE RECOR
7	13	0	2400111B(2)	FAILURE TO REQUEST NDR RECORD
6	18	0	2400111B(1)	FAILURE TO REQUEST STATE RECORD
3	3	0	2400109E	CONSIDERING DATA BEYOND TIME LIMITS
1	1	0	2400109C(3)	PROGRAM FAILS TO REQUIRE EVALUATION OF: PERTINENT MOTOR VEHICLE DRIVING RECORDS
3	4	4	2400109B1	FAILURE TO EVALUATE PRIOR SAFETY CONDUC
1	1	0	2400109B(1)	FAILURE TO EVALUATE PRIOR SAFETY CONDUCT
3	3	1	2400107C(3)	PROGRAM DESIGNATION OF SERVICE CLASS THAT EXCEEDS REG. LIMITATIONS:STUDENT ENGINEER OPERATING WITHOUT SUPERVISION
2	2	0	2400105B4	DSLE QUALIFICATIONS:SELECTING DSLE WHO IS NOT AN ENGINEER OR NOT PROPERLY QUALIFIED ON PHYSICAL CHARACTERISTIC
1	2	2	2400105B1	DSLE QUALIFICATIONS:FAILURE TO DETERMINE ADEQUATE PART 240 KNOWLEDG
2	3	0	2400105B(1)	DSLE QUALIFICATIONS:FAILURE TO DETERMINE ADEQUATE PART 240 KNOWLEDGE
2	2	0	2400105A	FAILURE TO HAVE SELECTION PROCEDURES
6	6	0	2400103A	FAILURE TO FOLLOW APPENDIX B
1	1	0	2400101C(6)	PROGRAM FAILS TO ADDRESS KNOWLEDGE TEST
1	1	0	2400101C(3)	PROGRAM FAILS TO ADDRESS PRIOR SAFETY CONDUCT
7	7	1	2400101A	FAILURE TO HAVE CERTIFICATION PROGRAM
1	1	0	2390303C	INABILITY OF RAILROAD TO PRODUCE INFORMATION IN A USABLE FORMAT FOR IMMEDIATE REVIEW.
7	154	151	2390301A	FAILURE TO CONDUCT OPERATIONAL (EFFICIENCY) TESTS OF ON-BOARD AND CONTROL CENTER EMPLOYEES.
1	1	0	23902032	FAILURE TO MAKE EMERGENCY PREPAREDNESS PLAN RECORD AVAILABLE.
1	1	0	2390107B1	FAILURE TO PROVIDE FOR SCHEDULED INSPECTION, MAINTENANCE, AND REPAIR OF EMERGENCY WINDOWS AND DOORS
3	3	0	2390107A(2)(II)	DOOR IMPROPERLY MARKED OR INSTRUCTIONS IMPROPERLY POSTED.
2	2	0	2390107A(1)	ALL DOOR EXITS INTENDED FOR EMERGENCY EGRESS WERE EITHER NOT LIGHTED OR NO CONSPICUOUSLY AND LEGIBLY MARKED.
1	1	1	2390105A	FAILURE TO CONDUCT A DEBRIEFING AND CRITIQUE SESSION AFTER AN EMERGENCY OR FULL-SCALE SIMULATION WITHIN 60 DAYS OF EVENT.
1	1	1	2390105	FAILURE TO MEET DEBRIEFING AND CRITIQUE REQUIREMENTS.
1	2	2	2390103	FAILURE TO CONDUCT PASSENGER TRAIN EMERGENCY SIMULATIONS.
1	5	0	2390101A7II	FAILURE TO POST EMERGENCY INSTRUCTIONS
3	3	0	2390101A6	FAILURE TO MEET ON-BOARD EMERGENCY EQUIPMENT REQUIREMENTS
1	1	0	2390101A2II	FAILURE TO MEET REQUIRED CONTROL CENTER PERSONNEL CRITERIA
1	1	0	2390101A2	FAILURE TO MEET EMPLOYEE TRAINING AND QUALIFICATION REQUIREMENTS
2	2	0	2390101A(7)(II)	FAILURE TO POST EMERGENCY INSTRUCTIONS.
3	3	0	2390101A(7)(I)	FAILURE TO PROVIDE PASSENGER AWARENESS EMERGENCY PROCEDURES.
4	4	0	2390101A(7)	FAILURE TO PROVIDE PASSENGER SAFETY INFORMATION.
3	3	0	2390101A(6)(IV)	FAILURE TO PROVIDE MAINTENANCE RELATED TO FIRST-AID KITS, ON-BOARD EMERGENCY EQUIPMENT/ON-BOARD EMERGENCY LIGHTING.
1	1	0	2390101A(6)(II)	FAILURE TO MEET FIRST AID KIT NEEDS.

1	1	0	2390101A(6)(I)	FAILURE TO MEET GENERAL TYPES AND LOCATION OF EQUIPMENT REQUIREMENTS.
23	25	0	2390101A(6)	FAILURE TO MEET ON-BOARD EMERGENCY EQUIPMENT REQUIREMENTS.
1	1	0	2390101A(4)(III)	FAILURE TO ADEQUATELY ADDRESS PARALLEL OPERATIONS.
1	1	0	2390101A(2)(V)	FAILURE TO MEET TESTING OF ON-BOARD AND CONTROL CENTER EMPLOYEE CRITERIA
2	2	0	2390101A(2)(IV)	FAILURE TO MEET INITIAL TRAINING SCHEDULE FOR NEW EMPLOYEES CRITERIA.
3	3	0	2390101A	FAILURE TO ADOPT EMERGENCY PREPAREDNESS PLAN.
1	1	0	2390101	EMERGENCY PREPAREDNESS PLAN.
68	116	0	2380503C7	INSECURE ATTACHMENT OF COMPONENT
1	2	0	2380503C6	USE OF COMPONENT OR SYSTEM THAT EXCEEDS OPERATING DESIGN
20	24	0	2380503C5	A LEAK
8	11	0	2380503C4	CRACK, BREAK, EXCESSIVE WEAR, STRUCTURAL DEFECT OR WEAKNESS OF COMPONENT
5	6	0	2380503C3	IMPROPER FUNCTIONING OF COMPONENT
4	4	0	2380503C2	ACCUMULATION OF OIL OR GREASE
25	28	0	2380503C1	FAILURE TO ENSURE EQUIPMENT FREE OF CONDITIONS WHICH ENDANGER SAFETY OF CREW, PASSENGERS, OR EQUIPMENT
1	1	1	2380503B1	FAILURE TO COMPLY WITH PROVISIONS OF THE PROGRAM......
1	1	0	2380439F1	MARKING AND INSTRUCTIONS (RESERVED)
1	1	0	2380439C2	DOOR INTERLOCKS IMPROPERLY MAINTAINED OR DEFECTIVE
1	4	0	2380435D1	INTERIOR FITTING ATTACHMENT STRENGTH INSUFFICIENT
1	1	0	2380429D3	HANDRAIL OR HANDHOLD NOT SECURELY FASTENED AS REQUIRED.
10	13	0	2380429D2	INSUFFICIENT CLEARANCE ON HANDHOLD OR HANDRAIL
4	4	0	2380429C2	MECHANICAL FASTENER DOES NOT MEET SPECIFICATION
1	1	0	2380429C1	HANDRAIL, HANDHOLD, OR SILL STEP DOES NOT MEET SPECIFICATION
1	1	0	2380429B2	HAND BRAKE OR PARKING BRAKE INEFFICIENT
1	1	0	2380429B1	HAND BRAKE OR PARKING BRAKE INOPERATIVE
4	5	0	2380429A2	UNCOUPLING MECHANISM DEFECTIVE
6	6	0	2380429A1	COUPLER DEFECTIVE OR NOT EQUIPPED
1	1	0	2380427B1	EXCESSIVE LATERAL ACCELERATION
1	1	0	2380419A1	FAILURE TO MEET REQUIREMENTS FOR TRUCK-TO-CAR-BODY AND TRUCK COMPONENT ATTACHMENT
1	1	0	2380403A1	FAILURE TO MEET REQUIREMENTS FOR CRASH ENERGY MANAGEMENT SYSTEM
1	1	0	2380317A1	FAILURE TO PERFORM CLASS II BRAKE TEST AND/OR INSPECTION ON A PASSENGER TRAIN
1	1	0	2380315F2	FRICTION BRAKE DOES NOT APPLY OR REMAIN APPLIED
1	1	0	2380315D1	FAILURE TO UTILIZE PROPERLY QUALIFIED PERSONNEL
1	1	1	2380315A3	PARTIAL FAILURE TO PERFORM A CLASS IA BRAKE TEST AND/OR INSPECTION ON A PASSENGER TRAIN (EXPLAIN)
78	97	0	2380313H5	BRAKE INDICATOR DEFECTIVE
3	3	0	2380313H2	BRAKE RIGGING BINDING / FOULING OR OTHER
22	23	0	2380313H1	ANGLE COCK OR CUTOUT COCK NOT PROPERLY POSITIONED
2	3	0	2380313G9	BRAKE SHOE OR PAD WORN BEYOND MANUFACTURER'S SPECIFICATION
2	2	0	2380313G8	EMERGENCY CONTROL DEVICE NOT FUNCTIONING AS INTENDED
1	1	0	2380313G7	EXCESSIVE BRAKE PIPE LEAKAGE

99	135	0	2380313G5	BRAKE SHOE OR PAD NOT SECURELY FASTENED OR ALIGNED
2	2	0	2380313G4	COMMUNICATIONS SYSTEM INOPERATIVE
4	4	0	2380313G3	PISTON TRAVEL NOT WITHIN PRESCRIBED LIMITS
31	62	0	2380313G2	BRAKE SHOE OR PAD NOT FIRMLY SEATED
25	28	0	2380313G1	FRICTION BRAKE DOES NOT APPLY OR REMAIN APPLIED
3	3	0	2380313A4	PARTIAL FAILURE TO PERFORM A CLASS I BRAKE TEST AND/OR INSPECTION ON A PASSENGER TRAIN (EXPLAIN)
3	3	1	2380311A1	FAILURE TO TEST IN ACCORD WITH REQUIRED PROCEDURE
2	2	0	2380309F1	FAILURE TO MAINTAIN RECORD OF INSPECTION OR STENCIL
1	1	0	2380309A1	FAILURE TO PERFORM COT&S AT PRESCRIBED INTERVAL ON MU LOCOMOTIVE
1	1	0	2380307E1	FAILURE TO MAINTAIN RECORD OF INSPECTION
5	5	0	2380307D2	MANUAL DOOR RELEASE INOPERATIVE
1	1	0	2380307C8	TRUCK NOT EQUIPPED WITH SECURING ARRANGEMENT
13	14	0	2380307C7	COUPLER OR DRAFT ARRANGEMENT NOT IN PROPER CONDITION
2	2	0	2380307C6	SWITCHES NOT IN PROPER CONDITION
104	145	0	2380307C5	EMERGENCY LIGHTING NOT OPERATIONAL
12	28	2	2380307C4	EMERGENCY WINDOW EXIT DOES NOT PROPERLY OPERATE
24	24	0	2380307C2	LUGGAGE RACK BROKEN OR LOOSE
91	111	0	2380307C10	GENERAL CONDITION ENDANGERING CREW OR PASSENGERS
17	20	0	2380307C1	SEAT OR SEAT ATTACHMENT BROKEN OR LOOSE
1	1	0	2380307A1	FAILURE TO PERFORM PERIODIC MECHANICAL INSPECTION
10	10	0	2380305F1	FAILURE TO MAINTAIN RECORD OF INSPECTION.
9	9	0	2380305E2	RECORD DOES NOT INCLUDE REQUIRED INFORMATION.
3	3	0	2380305E1	FAILURE TO MEET PROVISIONS FOR LONG DISTANCE INTER-CITY PASS.TRAIN THAT MISSES A SCHEDULED CALENDAR DAY INTER. MECH. INSPECTION
60	61	0	2380305D1	EMERGENCY EQUIPMENT NOT IN PLACE
110	164	0	2380305C9	VESTIBULE STEPS NOT ILLUMINATED
90	120	0	2380305C8	TRAP DOOR DEFECTIVE OR INOPERATIVE
64	84	0	2380305C7	SAFETY SIGNAGE NOT IN PLACE OR LEGIBLE
4	4	1	2380305C6	HIGH VOLTAGE DOOR OR COVER PLATES NOT PROPERLY MARKED
5	5	0	2380305C5	EMERGENCY BRAKE VALVE NOT STENCILED OR MARKED
69	71	0	2380305C4	EMERGENCY EQUIPMENT NOT IN PLACE
3	3	0	2380305C3	ACCESS TO MANUAL DOOR RELEASE NOT IN PLACE
21	24	0	2380305C2	FLOORS OR PASSAGEWAYS NOT FREE OF CONDITION THAT CREATES HAZARD
4	4	0	2380305C10I	CONDITION FOR CONTINUING A DEFECTIVE DOOR IN SERVICE NOT SATISFIED
261	326	0	2380305C10	END OR SIDE DOORS INOPERATIVE
53	57	0	2380305C1	FAILURE TO PROTECT AGAINST PERSONAL INJURY / FLOORS HAZARDOUS
1	1	0	2380303H8	HIGH VOLTAGE COVER IMPROPERLY MARKED.
6	7	0	2380303H6	IMPROPER GROUNDING OR INSULATION OF NON-CURRENT CARRYING METAL PART.
2	2	0	2380303G2	WHEEL HAS 2 ADJOINING FLAT SPOTS, EACH 2" OR GREATER IN LENGTH.
5	6	0	2380303F4	SHOCK ABSORBER BROKEN OR LEAKING.
29	30	0	2380303E9	2380303E9
1	1	0	2380303E8XI	2380303E8XI
4	5	0	2380303E8IV	2380303E8IV
2	2	0	2380303E8III	2380303E8III

2	3	0	2380303E7	DRAWBAR PIN CARRIER BROKEN OR MISSING.
1	1	0	2380303E6III	2380303E6III
4	6	0	2380303E6II	2380303E6II
70	78	2	2380303E6I	2380303E6I
17	18	0	2380303E5VII	2380303E5VII
40	47	1	2380303E5VI	2380303E5VI
26	32	0	2380303E5IV	2380303E5IV
4	4	1	2380303E5III	2380303E5III
4	6	0	2380303E5I	2380303E5I
31	31	0	2380303E3II	2380303E3II
1	1	0	2380303E2	BATTERY COMPARTMENT NOT PROPERLY VENTED OR BATTERY GASSING EXCESSIVELY.
4	4	0	2380303E15	2380303E15
3	3	0	2380303E14	2380303E14
5	5	0	2380303E13	2380303E13
23	27	0	2380303E12	2380303E12
89	99	0	2380303E11	2380303E11
60	61	0	2380303E10	2380303E10
1	1	0	2380303A2	FAILURE TO PERFORM EXTERIOR CALENDAR DAY MECHANICAL INSPECTION ON PASSENGER EQUIPMENT.
2	5	0	2380235D1	IMPROPER MARKING OR FAILURE TO PROVIDE INSTRUCTIONS.
4	4	0	2380235A4	MANUAL OVERRIDE DEVICE NOT ACCESSIBLE OR INOPERATIVE.
1	1	0	2380235A3	MANUAL OVERRIDE DEVICE DEFECTIVE.
5	5	0	2380233E1	FAILURE TO PROVIDE PADDING FOR SHARP EDGES AND CORNERS.
1	1	0	2380233C1	INTERIOR FITTINGS NOT ATTACHED AS REQUIRED.
3	3	0	2380233B2	OVERHEAD STORAGE RACKS NOT ATTACHED AS REQUIRED.
7	12	0	2380233A1	SEAT IN PASSENGER CAR NOT FASTENED AS REQUIRED.
6	6	0	2380231I3	EMERGENCY BRAKE VALVE NOT CLEARLY IDENTIFIED AND MARKED.
19	24	1	2380231H3	HAND BRAKE OR PARKING BRAKE NOT APPLIED TO HOLD UNATTENDED EQUIPMENT STANDING ON A GRADE.
3	3	0	2380231H1	HAND BRAKE OR PARKING BRAKE MISSING OR INOPERATIVE (AS REQUIRED).
4	4	0	2380231D1	BRAKE SYSTEM FAILS TO RESPOND TO SIGNAL FROM BRAKE CONTROL LINE.
1	1	0	2380225C3	RESISTOR ELEMENTS OR FRAMES NOT PROPERLY INSULATED.
1	1	0	2380221B1	FAILURE OF GLAZING ON PASSENGER EQUIPMENT TO REMAIN IN PLACE WHEN SUBJECTED TO FORCES DESCRIBED.
1	1	0	2380209A1	FAILURE TO COMPLY WITH REQUIREMENTS FOR FORWARD-FACING END STRUCTURE OF LOCOMOTIVES.
14	14	0	2380117A1	PROTECTION AGAINST PERSONAL INJURY DEFECTIVE OR NOT PROVIDED.
5	5	0	2380115B1	FAILURE TO PROVIDE EMERGENCY LIGHTING.
4	4	0	2380113C1	FAILURE TO MEET REQUIRED MARKING AND INSTRUCTIONS.
1	2	0	2380109B2	FAILURE TO COMPLY WITH SPECIFIC REQUIRED PROVISION OF THE PROGRAM.
1	1	1	2380109A1	FAILURE TO DEVELOP OR ADOPT PROGRAM.
1	18	0	2380019A2	FAILURE TO MAINTAIN PROPER REPAIR RECORDS (EXPLAIN)
3	3	0	2380019A1	FAILURE TO MEET REQUIREMENTS FOR REPORTING OR TRACKING SYSTEM.
3	3	0	236058803	PERIODIC TESTS OF AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL APPARATUS ON MULTIPLE-UNIT CAR NOT MADE AT PERIODS SPECIFIED BY CARRIER.
				PERIODIC TESTS OF AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL APPARATUS

82	293	45	236058802	NOT MADE AT LEAST ONCE EVERY TWO MONTHS WHERE DAILY OR AFTER TRIP TEST
4	6	0	236058801	PERIODIC TESTS OF AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL APPARATUS NOT MADE AT LEAST ONCE EVERY 92 DAYS.
6	40	0	236058706	RECORD OF DEPARTURE TEST OF AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL EQUIPMENT ON LOCOMOTIVE NOT SIGNED BY EMPLOYEE MAKING TEST.
10	10	4	236058705	RECORD OF DEPARTURE TEST OF AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL EQUIPMENT ON LOCOMOTIVE NOT KEPT, AT TEST LOCATION.
2	2	0	236058704	RECORD OF DEPARTURE TEST OF AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL EQUIPMENT NOT POSTED IN CAB OF LOCOMOTIVE.
3	3	2	236058701	TEST OF AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL APPARATUS ON LOCOMOTIVE NOT MADE ON DEPARTURE OF LOCOMOTIVE FROM ITS INITIAL TERMINAL IF EQ
33	33	28	236058601	AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL APPARATUS ON LOCOMOTIVE OPERATING IN EQUIPPED TERRITORY NOT TESTED EITHER ONCE EVERY 24 HOURS OR WI
4	5	0	236057703	CUT-IN CIRCUIT NOT TESTED AT LEAST ONCE EVERY TWELVE MONTHS.
1	4	0	236057701	TEST CIRCUIT NOT TESTED AT LEAST ONCE EVERY TWELVE MONTHS.
4	4	3	236056602	AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL APPARATUS ON LOCOMOTIVE FROM WHICH BRAKES ARE CONTROLLED OF TRAIN OPERATING IN AUTOMATIC TRAIN STOP
1	1	1	236056601	LOCOMOTIVE FROM WHICH BRAKES ARE CONTROLLED ON TRAIN OPERATING IN AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL TERRITORY NOT EQUIPPED WITH APPAR
3	4	0	236056301	DELAY TIME OF AUTOMATIC TRAIN STOP OR TRAIN CONTROL SYSTEM EXCEEDS 8 SECONDS.
2	2	0	236056202	PICK-UP OF LOCOMOTIVE EQUIPMENT OF CONTINUOUS INDUCTIVE AUTOMATIC TRAIN STOP, TRAIN CONTROL, OR CAB SIGNAL DEVICE TOO LOW.
11	15	0	236055701	RECEIVER OF INTERMITTENT INDUCTIVE AUTOMATIC TRAIN STOP DEVICE OF THE INERT ROADWAY ELEMENT TYPE, OR CONTINUOUS INDUCTIVE AUTOMATIC TRAIN STOP, TRAIN
1	1	0	236055401	EQUALIZING RESERVOIR OR BRAKE PIPE PRESSURE DURING AUTOMATIC BRAKE APPLICATION REDUCES AT A RATE LESS THAN THAT WHICH OBTAINS DURING A MANUAL SERVICE
39	50	0	236055301	DEVICE BY MEANS OF WHICH OPERATION OF PNEUMATIC PORTION OF APPARATUS CAN BE CUT OUT, NOT SEALED.
1	1	1	236052804	RESTRICTIVE CAB SIGNAL INDICATION OF AUTOMATIC CAB SIGNAL DEVICE ON AN APPROACHING LOCOMOTIVE NOT MAINTAINED TO WITHIN 300 FEET OF THE POINTS OF A FAC
7	10	0	236051501	CAB SIGNAL NOT PLAINLY VISIBLE TO MEMBER OF LOCOMOTIVE CREW FROM HIS/HER STATION IN THE CAB.
4	7	0	236050501	PROPER OPERATIVE RELATION BETWEEN THE PARTS ALONG THE ROADWAY AND THE PARTS ON THE LOCOMOTIVE DOES NOT OBTAIN UNDER ALL CONDITIONS OF SPEED, WEATHER,
2	2	0	236041012	APPROACH OR TIME LOCKING OF ELECTRIC LOCK AT HAND-OPERATED SWITCH CAN BE DEFEATED BY THE UNAUTHORIZED USE OF EMERGENCY RELEASE DEVICE OF ELECTRIC LOCK
3	3	1	236041010	ELECTRIC LOCK ON HAND-OPERATED SWITCH CAN BE UNLOCKED BEFORE EXPIRATION OF PREDETERMINED TIME INTERVAL, WITH APPROACH SECTION OCCUPIED, WHERE APPROACH
4	6	5	236041001	HAND-OPERATED SWITCH ON MAIN TRACK NOT ELECTRICALLY OR MECHANICALLY LOCKED IN NORMAL POSITION WHERE SIGNAL IS NOT PROVIDED TO GOVERN MOVEMENT TO MAIN
2	2	0	236040703	TIME LOCKING NOT EFFECTIVE.
1	2	0	236040702	APPROACH LOCKING NOT EFFECTIVE.
1	1	0	236038301	VALVE LOCK IN ELECTRO PNEUMATIC INTERLOCKING NOT TESTED AT LEAST EVERY THREE MONTHS. (APPLIES ONLY TO VALVES OF THE NON-CUT-OFF TYPE.)
109	811	45	236038202	SWITCH OBSTRUCTION TEST NOT MADE AT LEAST ONCE EACH MONTH.
13	13	6	236037902	ROUTE OR OTHER TYPE OF SWITCH LOCKING NOT TESTED AT LEAST ONCE EVERY TWO YEARS.
1	1	1	236037702	APPROACH LOCKING NOT TESTED AT LEAST ONCE EVERY TWO YEARS.
				CONTACTS OF SWITCH CIRCUIT CONTROLLER CONNECTED AT THE POINT TO SWITCH,

18	21	0	236034201	DERAIL, OR MOVABLE-POINT FROG ARE IN POSITION CORRESPONDING TO SWITCH POINT CL
80	89	4	236033403	POINT DETECTOR CIRCUIT CONTROLLER CONTACTS ASSUME POSITION CORRESPONDING TO SWITCH POINT CLOSURE WHEN SWITCH POINT IS PREVENTED BY AN OBSTRUCTION FROM
308	395	11	236033402	POINT DETECTOR CIRCUIT CONTROLLER CONTACTS ASSUME THE POSITION CORRESPONDING TO SWITCH POINT CLOSURE WHEN SWITCH POINT IS PREVENTED BY AN OBSTRUCTION
6	9	0	236033401	POINT DETECTOR CONTACTS CAN BE OPENED BY MANUALLY APPLYING FORCE AT THE CLOSED SWITCH POINT WHEN SWITCH MECHANISM IS LOCKED IN NORMAL OR REVERSE POSIT
90	102	1	236032701	SWITCH, MOVABLE-POINT FROG, OR SPLIT-POINT DERAIL CAN BE LOCKED WHEN SWITCH POINT IS OPEN THREE-EIGHTHS INCH.
1	1	0	236031408	APPROACH LOCKING NOT EFFECTIVE.
1	1	0	236031205	EMERGENCY BYPASS SWITCH OR DEVICE NOT LOCKED OR SEALED.
3	4	0	236031204	SIGNAL GOVERNING MOVEMENTS OVER MOVABLE BRIDGE PROTECTED BY INTERLOCKING CAN DISPLAY ASPECT TO PROCEED WITH THE TRACK RAIL ON THE MOVABLE SPAN MORE TH
20	28	1	236031203	SIGNAL GOVERNING MOVEMENTS OVER MOVABLE BRIDGE PROTECTED BY INTERLOCKING CAN DISPLAY ASPECT TO PROCEED WITH THE TRACK RAIL ON THE MOVABLE SPAN MORE TH
8	8	0	236031202	SIGNAL GOVERNING MOVEMENTS OVER MOVABLE BRIDGE PROTECTED BY INTERLOCKING CAN DISPLAY ASPECT TO PROCEED WITH BRIDGE LOCKING MEMBERS DISPLACED MORE THAN
3	3	0	236031201	SIGNAL APPLIANCES AT MOVABLE BRIDGE PROTECTED BY INTERLOCKING NOT SO INTERLOCKED WITH BRIDGE DEVICES THAT BEFORE A SIGNAL GOVERNING MOVEMENTS OVER THE
2	2	0	236031002	INOPERATIVE APPROACH SIGNAL PROVIDED FOR HOME SIGNAL WHERE AUTHORIZED SPEED BETWEEN HOME SIGNALS IS GREATER THAN 20 MILES PER HOUR.
1	2	0	236031001	APPROACH SIGNAL NOT PROVIDED FOR HOME SIGNAL ON MAIN TRACK.
4	4	0	236030902	LOSS OF SHUNT OF FIVE SECONDS OR LESS PERMITS THE RELEASE OF ROUTE LOCKING OF POWER-OPERATED SWITCH, MOVABLE POINT FROG, OR DERAIL. (DOES NOT APPLY TO
1	1	0	236030901	LOSS OF SHUNT FOR FIVE SECONDS OR LESS PERMITS ESTABLISHED ROUTE AT AUTOMATIC INTERLOCKING TO BE CHANGED.
1	1	0	236030301	CONTROL CIRCUIT FOR SIGNAL ASPECT WITH INDICATION MORE FAVORABLE THAN "PROCEED AT RESTRICTED SPEED" OF POWER-OPERATED SIGNAL GOVERNING MOVEMENTS OVER
1	2	2	236020302	SIGNAL GOVERNING MOVEMENTS OVER SWITCH OF HAND-OPERATED CROSSOVER BETWEEN MAIN TRACKS DOES NOT DISPLAY ITS MOST RESTRICTIVE ASPECT WHEN EITHER SWITCH
1	2	2	236020301	AT HAND-OPERATED CROSSOVER BETWEEN MAIN TRACKS PROTECTION NOT PROVIDED BY ONE OF THE FOLLOWING:(1) AN ARRANGEMENT OF TRK CIRCUITS AND SWITCH C.C.,(2)
1	1	0	236020202	SIGNAL DOES NOT DISPLAY ITS MOST RESTRICTIVE ASPECT WHEN POINTS OF TRAILING-POINT HAND-OPERATED SWITCH OVER WHICH IT GOVERNS MOVEMENTS IS OPEN THREE-E
8	8	0	236020201	SIGNAL DOES NOT DISPLAY ITS MOST RESTRICTIVE ASPECT WHEN POINTS OF FACING-POINT HAND-OPERATED SWITCH OVER WHICH IT GOVERNS MOVEMENTS ARE OPEN ONE-FOUR
2	2	0	236020101	THE CONTROL CIRCUITS FOR HOME SIGNAL ASPECTS MORE FAVORABLE THAN "PROCEED AT RESTRICTED SPEED" NOT CONTROLLED AUTOMATICALLY BY TRACK CIRCUITS EXTENDIN
45	459	11	236011005	RECORD OF TEST FORM DOES NOT SHOW NAME OF RAILROAD, PLACE AND DATE, EQUIPMENT TESTED, REPAIRS, REPLACEMENTS, ADJUSTMENTS MADE, CONDITION IN WHICH APPA
29	327	42	236011004	RECORD OF TESTS NOT FILED WITH A SUPERVISORY OFFICIAL HAVING JURISDICTION.
49	171	8	236011003	RECORD OF TESTS NOT COMPLETE.
11	33	2	236011002	TESTS NOT RECORDED ON FORM.
6	211	0	236011001	RECORD OF TESTS NOT MADE.
7	8	0	236010907	PREDETERMINED TIME INTERVAL NOT SHOWN ON PLANS OR MARKED ON TIME RELEASE.

				TIMING RELAY, OR TIMING DEVICE.
1	1	0	236010905	TIMING OF TIMING RELAY LESS THAN 90 PERCENT OF PREDETERMINED TIME INTERVAL.
4	6	5	236010901	TIME RELEASE NOT TESTED AT LEAST ONCE EVERY TWELVE MONTHS.
3	3	0	236010802	ACTION NOT TAKEN TO PROMPTLY REPAIR OR RENEW CONDUCTOR WHEN ITS INSULATION RESISTANCE IS BELOW 500,000 OHMS.
3	12	11	236010801	TESTS OF INSULATION RESISTANCE NOT MADE WITHIN SPECIFIED PERIOD.
35	120	0	236010701	GROUND TEST ON ENERGY BUS WHICH FURNISHES POWER TO CIRCUITS, THE FUNCTIONING OF WHICH AFFECTS THE SAFETY OF TRAIN OPERATION, NOT MADE WHEN INSTALLED O
2	5	2	236010603	TESTS OF AC VANE RELAY, D.C. POLAR RELAY, OR RELAY WITH SOFT IRON MAGNETIC STRUCTURE NOT MADE AT LEAST ONCE EVERY TWO YEARS.
4	10	7	236010601	TESTS OF RELAY IN SERVICE NOT MADE AT LEAST ONCE EVERY FOUR YEARS.
9	13	0	236010402	TESTS OF SHUNT FOULING CIRCUIT NOT MADE AT LEAST ONCE EVERY THREE MONTHS.
34	59	0	236010401	SHUNT FOULING CIRCUIT NOT INSPECTED AT LEAST ONCE EVERY THREE MONTHS.
5	18	0	236010304	TESTS OF POINT DETECTOR NOT MADE AT LEAST ONCE EVERY THREE MONTHS.
54	136	0	236010302	TESTS OF SWITCH CIRCUIT CONTROLLER NOT MADE AT LEAST ONCE EVERY THREE MONTHS.
2	4	0	236010301	SWITCH CIRCUIT CONTROLLER NOT INSPECTED AT LEAST ONCE EVERY THREE MONTHS.
4	5	0	236010106	ELECTRONIC DEVICE WHICH FAILED TO MEET REQUIREMENTS OF SPECIFIED TEST RESTORED TO SERVICE WITH OPERATING CHARACTERISTICS NOT IN ACCORDANCE WITH THE LI
1	1	0	236010105	ELECTRONIC DEVICE WHICH FAILED TO MEET REQUIREMENTS OF SPECIFIED TESTS NOT REMOVED FROM SERVICE.
1	2	0	236010104	ELECTROMAGNETIC DEVICE OTHER THAN RELAY, WHICH FAILED TO MEET REQUIREMENTS OF SPECIFIED TESTS RESTORED TO SERVICE WITH OPERATING CHARACTERISTICS NOT I
3	6	0	236010101	RELAY WHICH FAILED TO MEET REQUIREMENTS OF SPECIFIED TESTS NOT REMOVED FROM SERVICE.
2	2	0	236007605	WIRE INTERFERES WITH OPERATING PART OF MECHANISM.
2	2	0	236007604	TAG INTERFERES WITH MOVING PARTS OF APPARATUS.
2	11	0	236007603	TAG OR OTHER MARK OF IDENTIFICATION IN INSTRUMENT CASE OR APPARATUS HOUSING NOT MADE OF INSULATING MATERIAL.
5	12	0	236007602	NOMENCLATURE OF TAG OR WIRE IDENTIFICATION DOES NOT CORRESPOND TO THAT OF CIRCUIT PLAN.
100	185	0	236007601	WIRE NOT TAGGED OR OTHERWISE MARKED SO IT CAN BE IDENTIFIED AT TERMINAL.
277	401	2	236007401	INSULATED WIRE NOT PROTECTED FROM MECHANICAL INJURY.
29	53	0	236007105	CABLE USED AERIALLY NOT SUPPORTED ON INSULATORS OR BY MESSENGER.
31	86	0	236007104	SIGNAL WIRE INTERFERES WITH OR IS INTERFERED BY ANOTHER WIRE.
100	197	4	236007103	SIGNAL WIRE NOT SECURED BECAUSE OF BROKEN, BURNT, OR MISSING CROSSARM.
87	219	0	236007102	SIGNAL WIRE NOT SECURED BECAUSE OF BROKEN, MISSING OR BURNT POLE.
167	853	6	236007101	SIGNAL WIRE CARRIED ON POLE LINE NOT SECURELY TIED IN ON INSULATOR.
1	1	0	236006001	SWITCH SHUNTING CIRCUIT INSTALLED WHERE TRACK CIRCUIT OR CONTROL CIRCUIT NOT OPENED BY SWITCH CIRCUIT CONTROLLER. (DOES NOT APPLY TO INSTALLATIONS MAD
668	937	0	236005999	INSULATION IN INSULATED RAIL JOINT IN BAD CONDITION.
1	1	0	236005902	INSULATED RAIL JOINT NOT MAINTAINED IN SUCH A CONDITION THAT THE TRACK CIRCUIT THROUGH THE SWITCH CIRCUIT CONTROLLER CAN BE OPENED WHEN SWITCH POINT O
290	370	10	236005901	INSULATED RAIL JOINT NOT MAINTAINED IN CONDITION TO PREVENT FLOW OF SUFFICIENT TRACK CIRCUIT CURRENT BETWEEN RAILS SEPARATED BY THE INSULATION TO CAUS
51	61	0	236005802	RAIL JOINT IN SHUNT FOULING SECTION NOT BONDED.
2	2	0	236005801	FOULING SECTION OF TURNOUT DOES NOT EXTEND TO CLEARANCE POINT.
2	2	0	236005705	FOULING WIRES NOT MAINTAINED IN SUCH CONDITION THAT TRACK RELAY IS IN DE-ENERGIZED POSITION OR DEVICE THAT FUNCTIONS AS TRACK RELAY IS IN ITS MOST RE

1	1	0	236005704	FOULING WIRES NOT OF SUFFICIENT CONDUCTIVITY SO THAT TRACK RELAY IS IN DE-ENERGIZED POSITION OR DEVICE THAT FUNCTIONS AS TRACK RELAY IS IN ITS MOST R
1	2	0	236005702	SHUNT WIRES NOT OF SUFFICIENT CONDUCTIVITY SO THAT TRACK RELAY IS IN DE-ENERGIZED POSITION OR DEVICE THAT FUNCTIONS AS TRACK RELAY IS IN ITS MOST RES
254	347	1	236005701	SHUNT OR FOULING WIRES DO NOT CONSIST OF AT LEAST TWO DISCRETE CONDUCTORS. (DOES NOT APPLY TO SHUNT WIRES TO SWITCH C.C. THROUGH WHICH SIG. CONTROL CI
1	1	0	236005601	TRACK RELAY NOT IN DE-ENERGIZED POSITION OR DEVICE THAT FUNCTIONS AS A TRACK RELAY NOT IN ITS MOST RESTRICTIVE STATE WITH A SHUNT OF 0.06 OHM RESISTAN
3	4	3	236005501	DEAD SECTION EXCEEDS 35 FEET AND SPECIAL CIRCUIT NOT INSTALLED.
4	4	3	236005104	TRACK RELAY NOT IN DE-ENERGIZED POSITION OR DEVICE THAT FUNCTIONS AS A TRACK RELAY NOT IN ITS MOST RESTRICTIVE STATE WHEN A TRAIN, LOCOMOTIVE, OR CAR
3	3	0	236005101	TRACK RELAY NOT IN DE-ENERGIZED POSITION OR DEVICE THAT FUNCTIONS AS TRACK RELAY NOT IN ITS MOST RESTRICTIVE STATE IN REAR OF BROKEN RAIL.
3	4	0	236002314	NIGHT ASPECTS OF ROADWAY SIGNALS NOT SHOWN BY LIGHTS.
3	3	1	236002312	NAMES, INDICATIONS AND ASPECTS OF ROADWAY SIGNALS AND/OR CAB SIGNALS NOT DEFINED IN CARRIER'S BLOCK SIGNAL AND INTERLOCKING RULES CURRENTLY IN EFFECT.
1	1	0	236002310	ASPECT OTHER THAN A YELLOW LIGHT, A LUNAR LIGHT, A SERIES OF LIGHTS, OR A SEMAPHORE BLADE AT AN ANGLE OF APPROXIMATELY 45 DEGREES TO THE VERTICAL, USE
7	8	0	236002308	SAME ASPECT USED WITH MORE THAN ONE NAME AND INDICATION.
2	5	0	236002307	MORE THAN ONE NAME AND INDICATION APPLIES TO ASPECTS INDICATING THE SAME ACTION TO BE TAKEN.
1	1	0	236002306	SIGNAL ASPECT DOES NOT INDICATE ACTION TO BE TAKEN.
1	1	0	236002305	SIGNAL ASPECT NOT IDENTIFIED BY NAME.
49	77	0	236002101	ROADWAY SIGNAL NOT POSITIONED AND ALIGNED SO THAT THE INDICATION ASPECTS IT DISPLAYS CAN BE CLEARLY ASSOCIATED WITH THE TRACK IT GOVERNS.
2	2	0	2360018A2	2360018A2
2	2	0	2360018A1	2360018A1
1	1	0	236001706	PIPE LINE CARRIERS SPACED MORE THAN 8 FEET APART ON TANGENT OR ON CURVE OF LESS THAN 2 DEGREES.
1	1	0	236001704	PIPE LINE OUT OF ALINEMENT SUFFICIENTLY TO INTERFERE WITH PROPER OPERATION.
1	1	0	236001703	PIPE NOT RIVETED TO PIPE PLUG WITH 2 RIVETS.
2	2	1	236001603	ELECTRIC LOCK RELEASING CIRCUIT ON MAIN TRACK EXTENDS INTO FOULING CIRCUIT WHERE THE TURNOUT IS NOT EQUIPPED WITH A DERAIL AT THE CLEARANCE POINT EITH
1	1	0	236001503	AUTOMATIC TRAIN STOP TERRITORY NOT DESIGNATED IN TIMETABLE INSTRUCTIONS.
28	31	0	236001502	TRAFFIC CONTROL TERRITORY NOT DESIGNATED IN TIMETABLE INSTRUCTIONS.
2	2	0	236001501	AUTOMATIC BLOCK SIGNAL TERRITORY NOT DESIGNATED IN TIMETABLE INSTRUCTIONS.
3	3	0	236001302	SIGNAL GOVERNING FACING MOVEMENTS OVER MAIN-TRACK SPRING SWITCH DOES NOT DISPLAY ITS MOST RESTRICTIVE ASPECT WHEN NORMALLY CLOSED SWITCH POINT IS OPEN
1	2	0	236001104	CAUSE NOT DETERMINED FOR SIGNAL COMPONENT OUT OF CORRESPONDENCE WITH KNOWN OPERATING CONDITIONS.
150	233	1	236001103	COMPONENT, ESSENTIAL TO THE SAFETY OF TRAIN OPERATION, FAILING TO PERFORM ITS INTENDED FUNCTION NOT REPLACED WITHOUT UNDUE DELAY.
172	189	3	236001102	COMPONENT, ESSENTIAL TO THE SAFETY OF TRAIN OPERATION, FAILING TO PERFORM ITS INTENDED FUNCTION NOT REPAIRED WITHOUT UNDUE DELAY.
35	41	0	236001101	COMPONENT, ESSENTIAL TO THE SAFETY OF TRAIN OPERATION, FAILING TO PERFORM ITS INTENDED FUNCTION NOT ADJUSTED WITHOUT UNDUE DELAY.
5	5	0	236000803	WORKING VALUE OF ELECTRONIC OR ELECTRICAL APPARATUS NOT IN ACCORDANCE WITH THE LIMITS WITHIN WHICH THE APPARATUS IS DESIGNED TO OPERATE.
1	1	0	236000802	DROP-AWAY VALUE OF ELECTROMAGNETIC DEVICE NOT IN ACCORDANCE WITH THE LIMITS WITHIN WHICH IS IT DESIGNED TO OPERATE.
				PICK-UP VALUE OF ELECTROMAGNETIC DEVICE NOT IN ACCORDANCE WITH THE LIMITS

1	1	0	236000801	WITHIN WHICH IT IS DESIGNED TO OPERATE.
1	1	0	236000702	CONTACTS OF CIRCUIT CONTROLLER OPERATED BY SWITCH-AND-LOCK MOVEMENT NOT ADJUSTED SO THAT NORMALLY CLOSED CONTACTS REMAIN OPEN UNTIL THE SWITCH IS LOCK
4	8	0	236000612	SWITCH CIRCUIT CONTROLLER NOT CONNECTED TO NORMALLY CLOSED SWITCH POINT.
9	16	0	236000610	SWITCH-AND-LOCK MOVEMENT CONNECTIONS NOT SECURELY FASTENED.
19	23	0	236000609	SWITCH CIRCUIT CONTROLLER CONNECTIONS NOT SECURELY FASTENED.
5	6	0	236000608	CONTACT OPENING OF SWITCH CIRCUIT CONTROLLER CONTACT LESS THAN ONE-SIXTEENTH INCH.
2	2	0	236000607	SWITCH-AND-LOCK MOVEMENT NOT SECURELY FASTENED IN PLACE.
5	5	0	236000606	FACING-POINT LOCK NOT SECURELY FASTENED IN PLACE.
26	27	0	236000605	SWITCH CIRCUIT CONTROLLER NOT SECURELY FASTENED IN PLACE.
3	3	0	236000604	HAND-OPERATED TRAILING-POINT SWITCH EQUIPPED WITH FACING-POINT LOCK AND CIRCUIT CONTROLLER CAN BE LOCKED WHEN SWITCH POINT IS OPEN THREE-EIGHTHS INCH
13	16	0	236000603	HAND-OPERATED FACING-POINT SWITCH EQUIPPED WITH FACING-POINT LOCK AND CIRCUIT CONTROLLER CAN BE LOCKED WHEN SWITCH POINT IS OPEN ONE-FOURTH INCH OR MO
2	2	0	236000602	SWITCH CIRCUIT CONTROLLER ON HAND-OPERATED TRAILING-POINT SWITCH NOT ADJUSTED TO SHUNT TRACK CIRCUIT OR OPEN CONTROL CIRCUITS WHEN SWITCH POINT IS OPE
132	139	1	236000601	SWITCH CIRCUIT CONTROLLER ON HAND-OPERATED FACING-POINT SWITCH NOT ADJUSTED TO SHUNT TRACK CIRCUIT OR OPEN CONTROL CIRCUITS WHEN SWITCH POINT IS OPEN
32	60	27	236000401	INTERFERENCE WITH NORMAL FUNCTIONING OF DEVICE WITHOUT TAKING MEASURES TO PROVIDE SAFETY OF TRAIN OPERATION.
5	5	1	236000305	EXPOSED ELECTRIC LOCK NOT SECURED AGAINST UNAUTHORIZED ENTRY.
3	4	0	236000304	TIME RELEASE NOT SECURED AGAINST UNAUTHORIZED ENTRY.
3	3	0	236000303	POWER INTERLOCKING MACHINE CABINET NOT SECURED AGAINST UNAUTHORIZED ENTRY.
152	256	2	236000302	INSTRUMENT CASE NOT SECURED AGAINST UNAUTHORIZED ENTRY.
112	150	0	236000301	SIGNAL CASE NOT SECURED AGAINST UNAUTHORIZED ENTRY.
41	48	0	236000201	CIRCUIT GROUNDED SUFFICIENTLY TO PERMIT FLOW OF CURRENT EQUAL TO OR IN EXCESS OF 75% OF RELEASE VALUE OF RELAY OR OTHER ELECTROMAGNETIC DEVICE IN CIRC
1	1	0	236000118	PROFILE PLAN NOT AVAILABLE.
24	29	0	236000116	CIRCUIT PLAN FOR AUTOMATIC SIGNAL NOT LEGIBLE.
30	33	0	236000115	CIRCUIT PLAN FOR CONTROLLED POINT NOT LEGIBLE.
24	27	0	236000113	CIRCUIT PLAN FOR INTERLOCKING NOT LEGIBLE.
2	2	0	236000112	TRACK LAYOUT PLAN FOR INTERLOCKING NOT LEGIBLE.
5	5	0	236000111	PROFILE PLAN NOT CORRECT. (INCLUDES PLAN NOT DRAWN TO SCALE OR NOT SHOWING LOCATION OF ALL SIGNALS, GRADES AND ALINEMENT).
54	68	0	236000110	CIRCUIT PLAN FOR AUTOMATIC SIGNAL NOT CORRECT.
108	122	0	236000109	CIRCUIT PLAN FOR CONTROLLED POINT NOT CORRECT.
51	54	0	236000107	CIRCUIT PLAN FOR INTERLOCKING NOT CORRECT.
5	5	0	236000106	TRACK LAYOUT PLAN FOR INTERLOCKING NOT CORRECT.
11	12	0	236000105	CIRCUIT PLAN NOT KEPT AT AUTOMATIC SIGNAL.
6	6	0	236000104	CIRCUIT PLAN NOT KEPT AT CONTROLLED POINT.
5	6	0	236000102	CIRCUIT PLAN NOT KEPT AT INTERLOCKING.
2	2	0	236000101	TRACK LAYOUT PLAN NOT KEPT AT INTERLOCKING.
2	2	1	235000505	NONCOMPLIANCE WITH AN ORDER OF FRA
4	4	4	235000503	MATERIAL MODIFICATION WITHOUT FRA APPROVAL

10	12	5	235000501	DISCONTINUANCE WITHOUT FRA APPROVAL
103	441	3	234027305	RECORD OF TEST AND INSPECTION FORM DOES NOT SHOW NAME OF RAILROAD, DOT/AAR INVENTORY NUMBER, PLACE AND DATE, EQUIPMENT TESTED, RESULTS OF TESTS, REPA
71	316	32	234027304	RECORD OF TESTS AND INSPECTIONS NOT FILED WITH A SUPERVISORY OFFICIAL HAVING JURISDICTION.
175	845	0	234027303	RECORD OF TESTS AND INSPECTIONS NOT COMPLETE.
33	3,033	2,980	234027302	TESTS AND INSPECTIONS NOT RECORDED ON FORM OR ELECTRONICALLY.
65	372	248	234027301	RECORD OF TESTS AND INSPECTIONS NOT MADE.
133	213	4	234027101	INSULATED RAIL JOINT, BOND WIRE, OR TRACK CONNECTION NOT INSPECTED AT LEAST ONCE EVERY THREE MONTHS.
2	2	0	234026901	CUT-OUT CIRCUIT NOT TESTED AT LEAST ONCE EVERY THREE MONTHS.
6	7	0	234026703	CIRCUIT PERMITTED TO FUNCTION ON A CONDUCTOR HAVING INSULATION RESISTANCE VALUE LESS THAN 200,000 OHMS.
5	5	2	234026702	ACTION NOT TAKEN TO PROMPTLY REPAIR OR RENEW CONDUCTOR WHEN ITS INSULATION RESISTANCE IS BELOW 500,000 OHMS.
44	66	21	234026701	TESTS OF INSULATION RESISTANCE NOT MADE WHEN INSTALLED, WITHIN SPECIFIED PERIOD, OR AT LEAST ONCE EVERY TEN YEARS.
3	4	0	234026503	PREDETERMINED TIME INTERVAL NOT SHOWN ON PLANS OR MARKED ON TIMING RELAY OR TIMING DEVICE.
2	2	0	234026502	TIMING OF TIMING RELAY OR TIMING DEVICE LESS THAN 90 PERCENT OR MORE THAN 110 PERCENT OF PREDETERMINED TIME INTERVAL.
4	4	1	234026501	TIMING RELAY OR TIMING DEVICE NOT TESTED AT LEAST ONCE EVERY 12 MONTHS.
1	2	0	234026302	TESTS OF AC VANE TYPE RELAY, DC POLAR TYPE RELAY, OR RELAY WITH SOFT IRON MAGNETIC STRUCTURE IN SERVICE, NOT MADE AT LEAST ONCE EVERY TWO YEARS.
119	170	26	234026301	TESTS OF RELAY IN SERVICE NOT MADE AT LEAST ONCE EVERY FOUR YEARS.
5	17	0	234026101	HIGHWAY TRAFFIC SIGNAL PRE-EMPTION INTERCONNECTIONS, FOR WHICH A RAILROAD HAS MAINTENANCE RESPONSIBILITY, NOT TESTED AT LEAST ONCE EACH MONTH.
67	124	0	234025901	CROSSING WARNING SYSTEM NOT TESTED FOR THE PRESCRIBED WARNING TIME AT LEAST ONCE EVERY 12 MONTHS.
15	24	0	234025704	WARNING BELL OR OTHER STATIONARY AUDIBLE WARNING DEVICE NOT TESTED AT LEAST ONCE EACH MONTH.
4	4	0	234025703	WARNING BELL OR OTHER STATIONARY AUDIBLE WARNING DEVICE NOT TESTED WHEN PLACED IN SERVICE OR WHEN MODIFIED OR DISARRANGED.
491	1,335	84	234025702	HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM NOT TESTED AT LEAST ONCE EACH MONTH TO DETERMINE THAT IT FUNCTIONS AS INTENDED.
10	24	7	234025701	HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM NOT TESTED TO DETERMINE THAT IT FUNCTIONS AS INTENDED WHEN PLACED IN SERVICE OR WHEN MODIFIED OR DISARRANGE
4	9	0	234025503	HOLD-CLEAR DEVICE NOT TESTED FOR PROPER OPERATION AT LEAST ONCE EVERY 12 MONTHS.
15	56	11	234025502	GATE ARM MOVEMENT NOT OBSERVED FOR PROPER OPERATION AT LEAST ONCE EACH MONTH.
25	52	0	234025501	GATE ARM AND GATE MECHANISM NOT INSPECTED AT LEAST ONCE EACH MONTH.
46	137	11	234025303	EACH FLASHING LIGHT UNIT NOT INSPECTED FOR PROPER VISIBILITY, AND FOR DIRT AND DAMAGE TO ROUNDELS AND REFLECTORS AT LEAST ONCE EACH MONTH.
4	8	0	234025302	LAMP VOLTAGE NOT TESTED WHEN SYSTEM IS INSTALLED AND AT LEAST ONCE EVERY 12 MONTHS THEREAFTER.
18	38	0	234025301	EACH FLASHING LIGHT UNIT NOT INSPECTED FOR ALIGNMENT AND FREQUENCY OF FLASHES WHEN INSTALLED AND AT LEAST ONCE EVERY 12 MONTHS THEREAFTER.
51	151	12	234025101	STANDBY POWER NOT TESTED AT LEAST ONCE EACH MONTH.
49	171	11	234024901	GROUND TEST NOT MADE ON EACH ENERGY BUS FURNISHING POWER TO CIRCUITS THAT AFFECT THE SAFETY OF WARNING SYSTEM OPERATION WHEN SUCH ENERGY BUS IS PLACED

6	6	0	234024702	ELECTRONIC DEVICE, RELAY OR OTHER ELECTROMAGNETIC DEVICE THAT FAILS TO MEET REQUIREMENTS OF SPECIFIED TESTS RESTORED TO SERVICE WITH OPERATING CHARACT
28	29	0	234024701	ELECTRONIC DEVICE, RELAY OR OTHER ELECTROMAGNETIC DEVICE THAT FAILS TO MEET THE REQUIREMENTS OF SPECIFIED TESTS NOT REMOVED FROM SERVICE.
39	44	0	234024503	SIGN MISSING OR NOT SECURE.
466	657	0	234024502	SIGN NOT IN GOOD CONDITION.
84	109	0	234024501	SIGN NOT CLEARLY VISIBLE TO HIGHWAY USER.
14	14	0	234024305	CABLE USED AERIALLY NOT SUPPORTED ON INSULATORS OR BY MESSENGER.
1	1	0	234024304	WIRE INTERFERES WITH OR IS INTERFERED WITH BY ANOTHER WIRE.
3	14	0	234024303	WIRE NOT SECURED BECAUSE OF BROKEN, MISSING, OR BURNT CROSSARM.
5	11	0	234024302	WIRE NOT SECURED BECAUSE OF BROKEN, MISSING, OR BURNT POLE.
4	4	0	234024301	WIRE CARRIED ON POLE LINE NOT SECURELY TIED IN ON INSULATOR.
311	378	0	234024101	INSULATED WIRE NOT PROTECTED FROM MECHANICAL INJURY.
2	2	0	234023904	WIRE INTERFERES WITH MOVING PARTS OF APPARATUS.
20	38	0	234023903	TAG INTERFERES WITH MOVING PARTS OF APPARATUS.
37	57	0	234023902	NOMENCLATURE OF TAG OR WIRE IDENTIFICATION DOES NOT CORRESPOND TO THAT OF THE CIRCUIT PLAN.
323	971	1	234023901	WIRE NOT TAGGED OR OTHERWISE MARKED SO THAT IT CAN BE IDENTIFIED AT TERMINAL.
2	2	0	234023704	SWITCH CIRCUIT CONTROLLER CONNECTIONS NOT SECURELY FASTENED.
2	2	0	234023701	SWITCH CIRCUIT CONTROLLER CONTACTS ON HAND-OPERATED SWITCH ADJUSTED TO CUT OUT WARNING SYSTEM WHEN REVERSE SWITCH POINT IS OPEN MORE THAN ONE-HALF INC
334	487	0	234023502	INSULATION IN INSULATED RAIL JOINT IN BAD CONDITION.
143	201	1	234023501	INSULATED RAIL JOINT NOT MAINTAINED IN CONDITION TO PREVENT CURRENT FROM FLOWING BETWEEN RAILS SEPARATED BY THE INSULATION, IN AN AMOUNT SUFFICIENT TO
166	246	0	234023301	NON-INSULATED RAIL JOINT LOCATED WITHIN THE LIMITS OF HIGHWAY-RAIL GRADE CROSSING TRAIN DETECTION CIRCUIT NOT BONDED TO ENSURE ELECTRICAL CONDUCTIVITY
1	1	1	234023103	FOULING WIRES NOT MAINTAINED IN SUCH CONDITION TO DETECT OCCUPANCY WHEN TRAIN DETECTION CIRCUIT IS SHUNTED.
1	1	0	234023102	FOULING WIRES NOT OF SUFFICIENT CONDUCTIVITY TO DETECT OCCUPANCY WHEN TRAIN DETECTION CIRCUIT IS SHUNTED.
80	128	0	234023101	FOULING WIRES DO NOT CONSIST OF AT LEAST TWO DISCRETE CONDUCTORS.
98	122	29	234022901	TRAIN DETECTION CIRCUIT DOES NOT DETECT THE APPLICATION OF A SHUNT OF .06 OHMS RESISTANCE WHEN THE SHUNT IS CONNECTED ACROSS THE TRACK RAILS OF THE CI
5	5	1	234022702	ADEQUATE MEASURES TO SAFEGUARD HIGHWAY USERS AND TRAIN OPERATION NOT TAKEN WHEN IT IS KNOWN THAT A CONDITION OF SAND, RUST,DIRT,GREASE, OR OTHER FOREI
288	310	2	234022701	TRAIN DETECTION APPARATUS DOES NOT DETECT A TRAIN, LOCOMOTIVE, OR CAR OCCUPYING ANY PART OF THE DESIGNED LIMITS OF THE TRAIN DETECTION CIRCUIT.
25	26	0	234022502	CROSSING WARNING TIME NOT IN ACCORDANCE WITH THE DESIGN OF THE WARNING SYSTEM.
21	25	1	234022501	CROSSING WARNING SYSTEM DOES NOT PROVIDE AT LEAST 20 SECOND WARNING TIME.
134	175	0	234022306	GATE ARM NOT MAINTAINED IN A CONDITION TO BE CLEARLY VIEWED BY APPROACHING HIGHWAY USERS.
109	118	0	234022305	GATE ARM NOT IN HORIZONTAL POSITION.
9	10	0	234022304	GATE ARM BROKEN OR MISSING.
60	70	1	234022303	GATE ARM DOES NOT EXTEND ACROSS EACH LANE OF APPROACHING HIGHWAY TRAFFIC.
7	7	0	234022302	GATE ARM NOT IN HORIZONTAL POSITION AT LEAST 5 SECONDS (WHEN REQUIRED) PRIOR TO ARRIVAL OF ANY TRAIN AT THE CROSSING.
27	37	0	234022301	GATE ARM STARTS ITS DOWNWARD MOTION LESS THAN THREE SECONDS AFTER FLASHING LIGHTS BEGIN TO OPERATE.

216	468	0	234022102	LAMP VOLTAGE ON STANDBY POWER LESS THAN 85 PERCENT OF PRESCRIBED LAMP RATING.
62	118	0	234022101	LAMP VOLTAGE ON PRIMARY POWER LESS THAN 85 PERCENT OF PRESCRIBED LAMP RATING.
82	85	0	234021905	LIGHT WIRES NOT SECURELY FASTENED TO GATE ARM.
60	74	0	234021904	GATE ARM LIGHT UNIT NOT MAINTAINED PER DESIGN SPECIFICATIONS.
31	32	0	234021903	LIGHT UNIT NOT SECURELY FASTENED TO GATE ARM.
70	101	0	234021902	GATE ARM LIGHT UNIT DEFECTIVE, NOT VISIBLE, OR MISSING.
123	147	0	234021901	GATE ARM LIGHT BURNED OUT OR MISSING.
63	80	0	234021706	FLASHING LIGHTS DO NOT FLASH ALTERNATELY.
4	4	0	234021705	FLASH RATE MORE THAN 65 TIMES PER MINUTE.
31	41	0	234021704	FLASH RATE LESS THAN 35 TIMES PER MINUTE.
379	1,401	0	234021703	ROUNDELS OR REFLECTORS NOT MAINTAINED IN GOOD CONDITION.
102	175	3	234021702	FLASHING LIGHT UNIT NOT MAINTAINED TO PREVENT DUST OR MOISTURE FROM ENTERING THE UNIT.
788	1,537	0	234021701	FLASHING LIGHT NOT VISIBLE TO APPROACHING HIGHWAY USER.
40	49	16	234021503	STANDBY POWER SOURCE NOT MAINTAINED TO ALLOW SUFFICIENT CAPACITY TO OPERATE HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM DURING AN INTERRUPTION OF THE P
82	83	3	234021502	STANDBY POWER SOURCE NOT OF SUFFICIENT CAPACITY TO OPERATE HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM DURING AN INTERRUPTION OF THE PRIMARY SOURCE OF
2	2	0	234021501	STANDBY POWER SOURCE NOT PROVIDED.
92	95	2	234021301	CIRCUIT GROUNDED SUFFICIENTLY TO PERMIT FLOW OF CURRENT EQUAL TO OR IN EXCESS OF 75 PERCENT OF THE RELEASE VALUE OF RELAY OR OTHER ELECTROMAGNETIC DEV
367	428	1	234021102	OTHER COMPONENT HOUSING NOT SECURED AGAINST UNAUTHORIZED ENTRY.
49	55	2	234021101	WARNING SYSTEM INSTRUMENT CASE NOT SECURED AGAINST UNAUTHORIZED ENTRY.
163	222	118	234020901	INTERFERENCE WITH NORMAL FUNCTIONING OF WARNING SYSTEM WITHOUT TAKING MEASURES TO PROVIDE FOR THE SAFETY OF TRAIN AND HIGHWAY TRAFFIC.
3	3	3	234020705	TRAIN OPERATION NOT IN COMPLIANCE WITH APPLICABLE SECTION 234.105 OR 234.107, AS NECESSARY AND APPROPRIATE, UNTIL CORRECTIVE ACTION COMPLETED.
49	76	8	234020704	COMPONENT CAUSING ACTIVE WARNING SYSTEM FAILURE, MALFUNCTION, OR DEFECTIVE CONDITION AFFECTING THE PROPER OPERATION AND/OR ABILITY OF THE SYSTEM TO WA
78	115	22	234020703	COMPONENT CAUSING ACTIVE WARNING SYSTEM FAILURE, MALFUNCTION, OR DEFECTIVE CONDITION AFFECTING THE PROPER OPERATION AND/OR ABILITY OF THE SYSTEM TO WA
18	20	0	234020702	COMPONENT CAUSING ACTIVE WARNING SYSTEM FAILURE, MALFUNCTION, OR DEFECTIVE CONDITION AFFECTING THE PROPER OPERATION AND/OR ABILITY OF THE SYSTEM TO WA
11	13	5	234020701	NO ACTION TAKEN TO DETERMINE THE CAUSE OF ACTIVE WARNING SYSTEM FAILURE, MALFUNCTION, OR DEFECTIVE CONDITION AFFECTING THE PROPER OPERATION AND/OR ABI
336	360	0	234020504	OPERATING CHARACTERISTICS OF OTHER ELECTROMAGNETIC, ELECTRONIC, OR ELECTRICAL DEVICE NOT WITHIN PRESCRIBED LIMITS.
74	107	0	234020503	WORKING VALUES OF ELECTROMAGNETIC, ELECTRONIC, OR ELECTRICAL DEVICE NOT IN ACCORDANCE WITH THE LIMITS WITHIN WHICH THE APPARATUS IS DESIGNED TO OPERAT
2	13	0	234020502	DROP-AWAY VALUE OF ELECTROMAGNETIC DEVICE NOT IN ACCORDANCE WITH THE LIMITS WITHIN WHICH IT IS DESIGNED TO OPERATE.
10	10	0	234020501	PICK-UP VALUE OF ELECTROMAGNETIC DEVICE NOT IN ACCORDANCE WITH THE LIMITS WITHIN WHICH IT IS DESIGNED TO OPERATE.
10	11	3	234020301	CONTROL CIRCUIT THAT AFFECTS THE SAFE OPERATION OF A HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM DOES NOT OPERATE ON THE FAIL-SAFE PRINCIPLE.
1,024	1,078	0	234020103	PLANS NOT CORRECT.
185	193	0	234020102	PLANS NOT LEGIBLE.
153	163	1	234020101	PLANS NOT AVAILABLE AT CROSSING LOCATION.
				RECORD OF CREDIBLE REPORT OF MALFUNCTIONING HIGHWAY-RAIL GRADE CROSSING

2	2	1	234010904	WARNING SYSTEM NOT KEPT FOR AT LEAST ONE YEAR AFTER THE LAST RECORDED ACTIVITY
20	34	1	234010903	RECORD OF CREDIBLE REPORT OF MALFUNCTIONING HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM INCORRECT.
35	362	1	234010902	RECORD OF CREDIBLE REPORT OF MALFUNCTIONING HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM INCOMPLETE.
16	111	5	234010901	RECORD NOT KEPT OF CREDIBLE REPORT OF MALFUNCTIONING HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM.
2	2	1	234010707	FLAGGER NOT EQUIPPED WITH REQUIRED FLAGGING EQUIPMENT.
1	1	0	234010705	CREWMEMBER NOT ON THE GROUND AT THE CROSSING TO FLAG TRAIN THROUGH THE CROSSING IN A SHOVING MOVEMENT.
6	8	0	234010702	LAW ENFORCEMENT AGENCY HAVING JURISDICTION OR RAILROAD POLICE NOT PROMPTLY NOTIFIED OF FALSE ACTIVATION.
2	2	1	234010701	TRAIN CREW OR OTHER RAILROADS OPERATING OVER CROSSING NOT NOTIFIED OF FALSE ACTIVATION PRIOR TO ARRIVAL OF TRAIN AT CROSSING.
1	1	0	234010608	WARNING SYSTEM TAKEN OUT OF SERVICE WITHOUT COMPLYING WITH THE REQUIREMENTS OF SECTION 234.105.
2	2	0	234010607	FLAGGER NOT EQUIPPED WITH REQUIRED FLAGGING EQUIPMENT.
2	2	0	234010510	LOCOMOTIVE AUDIBLE WARNING DEVICE NOT SOUNDED IN ACCORDANCE WITH THE RAILROAD'S RULES AS TRAIN APPROACHED CROSSING WHERE ACTIVATION FAILURE HAS BEEN I
1	1	0	234010509	AFTER TRAIN STOPPED CREWMEMBER FAILED TO GET OFF TRAIN AND FLAG HIGHWAY TRAFFIC TO A STOP WHEN THE REQUIRED ALTERNATE MEANS OF WARNING WAS NOT PROVIDE
5	5	3	234010508	TRAIN FAILED TO STOP AT CROSSING WHEN THE REQUIRED ALTERNATE MEANS OF WARNING WAS NOT PROVIDED.
1	1	0	234010507	FLAGGER NOT EQUIPPED WITH REQUIRED FLAGGING EQUIPMENT.
2	2	0	234010504	TRAIN PASSED OVER CROSSING AT NORMAL SPEED WITHOUT ALTERNATE MEANS OF WARNING BEING PROVIDED BY THE REQUIRED NUMBER OF APPROPRIATELY EQUIPPED FLAGGERS
1	1	1	234010503	ALTERNATE MEANS OF ACTIVELY WARNING HIGHWAY USERS NOT PROVIDED AT CROSSING WHERE CREDIBLE REPORT INDICATES ACTIVATION FAILURE HAS OCCURRED.
3	3	1	234010502	LAW ENFORCEMENT AGENCY HAVING JURISDICTION OR RAILROAD POLICE NOT PROMPTLY NOTIFIED OF ACTIVATION FAILURE.
3	3	2	234010501	TRAIN CREW OR OTHER RAILROADS OPERATING OVER CROSSING NOT NOTIFIED OF ACTIVATION FAILURE PRIOR TO ARRIVAL OF TRAIN AT CROSSING.
3	11	0	234010302	ACTION NOT TAKEN TO PROVIDE ALTERNATIVE MEANS OF WARNING HIGHWAY TRAFFIC AND RAILROAD EMPLOYEES UNTIL REPAIRS OR CORRECTION OF WARNING SYSTEM IS COMPL
5	5	3	234010301	CREDIBLE REPORT OF HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM MALFUNCTION NOT PROMPTLY INVESTIGATED.
8	13	0	234010101	RULES NOT ISSUED REQUIRING RAILROAD EMPLOYEES TO REPORT ANY MALFUNCTION OF HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM TO DESIGNATED PERSONS BY QUICKES
18	20	0	234000902	REPORT OF ACTIVATION FAILURE INCORRECT OR INCOMPLETE.
16	17	8	234000901	REPORT OF ACTIVATION FAILURE NOT SUBMITTED ON PRESCRIBED FORM WITHIN 15 DAYS.
1	1	1	234000701	IMPACT INVOLVING A HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM ACTIVATION FAILURE NOT REPORTED TO NATIONAL RESPONSE CENTER BY TELEPHONE WITHIN 24 HOURS
1	1	0	234	234
2	2	2	233000701	REPORT OF FAILURE OF APPLIANCE, DEVICE, METHOD, OR SYSTEM TO INDICATE OR FUNCTION AS INTENDED NOT MADE ON PRESCRIBED FORM WITHIN FIFTEEN (15) DAYS.
1	1	0	2320505A2	FAILURE TO COMPLY WITH THE PLAN
360	361	2	2320409D2	EOT CALIBRATION TAG(S) OR STICKER MISSING, ILLEGIBLE OR INCOMPLETE

364	377	18	2320409D1	EOT CALIBRATION OVERDUE
3	3	0	2320409C2	FAILURE TO MAINTAIN RECORD OF NOTIFICATION OF EOT TEST IN THE CAB OF CONTROLLING LOCOMOTIVE WHEN REQUIRED
2	2	1	2320409C1	FAILURE TO PROVIDE NOTIFICATION TO CREW THAT EOT WAS PREVIOUSLY TESTED AT INITIAL TERMINAL OR OTHER POINT OF INSTALLATION
5	5	0	2320409B2	FAILURE TO TEST EOT TO DETERMINE THAT THE DEVICE IS CAPABLE OF INITIATING AN EMERGENCY BRAKE APPLICATION FROM THE REAR OF THE TRAIN AT POINT OF INSTAL
3	3	0	2320409B1	FAILURE TO COMPARE EOT QUANTITATIVE VALUES
1	1	0	2320409A2	FAILURE TO DETERMINE IF THE UNIQUE IDENTIFICATION CODE ENTERED ON THE FRONT UNIT IS IDENTICAL TO THE REAR UNIT AFTER THE INSTALLATION OF EITHER THE FR
3	3	3	2320407G1	FAILURE TO TAKE APPROPRIATE REMEDIAL ACTION FOLLOWING EN ROUTE LOSS OF EOT COMMUNICATION ON TRAIN IN FREIGHT SERVICE
17	17	0	2320407E1	REAR EOT UNIT BATTERIES INSUFFICIENTLY CHARGED
9	9	0	2320407C1	FAILURE OF EOT TO BE ARMED AND OPERABLE
3	3	0	2320407A1	FAILURE TO EQUIP TRAIN WITH 2-WAY EOT WHEN REQUIRED
10	10	0	2320405A1	FAILURE TO MEET DESIGN STANDARDS FOR 2-WAY EOT, (PROVIDE DETAILS)
3	3	0	2320403A1	FAILURE TO MEET DESIGN STANDARDS FOR 1-WAY EOT, (PROVIDE DETAILS)
2	2	0	2320309D1	FAILURE TO DISASSEMBLE AND CLEAN SINGLE CAR TEST DEVICE EVERY 365 DAYS
14	14	0	2320309C1	FAILURE TO PROPERLY TAG OR LABEL SINGLE CAR TEST DEVICE FOR CALIBRATION DUE DATE
11	12	0	2320309B2	2320309B2
16	21	0	2320309B1	FAILURE TO CALIBRATE SINGLE CAR TEST AND/OR ASSOCIATED DEVICES WHEN REQUIRED
10	11	0	2320309A2	FAILURE TO PERFORM DAILY TEST OF SINGLE CAR TEST DEVICE
24	28	3	2320305A3	FAILURE TO FOLLOW SINGLE CAR TEST PROCEDURE WHEN CONDUCTING THE TEST
440	493	230	2320305A2	FAILURE TO PERFORM SINGLE CAR TEST WHEN REQUIRED (PROVIDE DETAILS)
1	1	0	2320303F2	FAILURE TO PROVIDE TEST INFORMATION TO RAILROAD EMPLOYEES OR FRA WHEN REQUIRED
12	12	1	2320303F1	FAILURE TO STENCIL OR TRACK TEST INFORMATION
1	1	0	2320303E1	FAILURE TO RETAIN RECORD OR IMPROPER REMOVAL OF TAG OR CARD
36	45	0	2320303C2	ANGLE COCKS NOT PROPERLY LOCATED WITH SUITABLE CLEARANCE AND NOT PROPERLY POSITIONED TO ALLOW MAXIMUM AIR FLOW
45	48	0	2320303C1	FAILURE TO DETERMINE BRAKE SYSTEM COMPONENTS ARE SECURE AND FUNCTION AS INTENDED PRIOR TO LEAVING SHOP OR REPAIR TRACK
4	4	0	2320217E1	FAILURE TO USE ACCURATE YARD TEST DEVICE
40	47	0	2320217D1	FAILURE TO CALIBRATE YARD TEST DEVICE AS REQUIRED
5	5	0	2320217C1	YARD TEST DEVICE AIR PRESSURE INSUFFICIENT
4	4	0	2320217B1	IMPROPER CONNECTION OF YARD TEST DEVICE AS REQUIRED BY OPERATIONAL CONDITIONS
11	14	0	2320217A2	YARD AIR TEST DEVICE DOES NOT MEET REQUIRED DESIGN/PERFORMANCE SPECIFICATIONS
6	6	0	2320217A1	IMPROPER TRAIN BRAKE TEST USING YARD TEST DEVICE (PROVIDE DETAILS)
3	3	1	2320215B1	FAILURE TO PERFORM TRANSFER TRAIN BRAKE TEST ON CARS ADDED EN ROUTE
2	2	0	2320215A6	FAILURE TO PROPERLY RETEST THE AIR BRAKES ON A CAR FOLLOWING A FAILURE TO APPLY
10	10	0	2320215A5	FAILURE TO USE AN ACCURATE GAUGE AT THE REAR OF THE TRAIN
1	1	0	2320215A4	FAILURE TO CHARGE AIR BRAKE SYSTEM TO PRESCRIBED PRESSURE (EXPLAIN)
4	4	0	2320215A3	PARTIAL FAILURE TO PERFORM TRANSFER TRAIN BRAKE TEST (PROVIDE DETAILS)
20	20	6	2320215A2	COMPLETE FAILURE TO PERFORM TRANSFER TRAIN BRAKE TEST
20	20	8	2320213B	2320213B

36	36	35	2320213A8	FAILURE TO PERFORM REQUIRED INSPECTIONS/TESTS OF EXTENDED HAUL TRAIN AT DESIGNATED LOCATION FOR CONTINUED OPERATION BEYOND 1500 MILES
1	1	0	2320213A7	FAILURE TO MAINTAIN RECORD(S) OF DEFECTIVE CARS FOUND ANYTIME DURING THE MOVEMENT OF EXTENDED HAUL TRAINS AND/OR NOT MADE AVAILABLE TO FRA UPON REQUES
3	3	3	2320213A5I	2320213A5I
5	5	5	2320213A5	FAILURE TO USE A QUALIFIED MECHANICAL INSPECTOR FOR THE REQUIRED INSPECTION AND TEST ON CARS ADDED TO AN EXTENDED HAUL TRAIN
3	3	3	2320213A4	EXTENDED HAUL TRAIN OPERATING WITH MORE THAN ONE PICK-UP OR SET-OUT (PROVIDE DETAILS)
6	6	4	2320213A1	FAILURE TO PROVIDE FRA WITH WRITTEN NOTIFICATION AND REQUIRED INFQRMATION CONCERNING EXTENDED HAUL TRAINS
1	1	0	2320211B3	2320211B3
5	5	0	2320211B2	2320211B2
2	2	0	2320211B1	PARTIAL FAILURE TO PERFORM CLASS III - TRAINLINE CONTINUITY INSPECTION (PROVIDE DETAILS)
5	5	1	2320211B	2320211B
3	3	1	2320211A2	COMPLETE FAILURE TO PERFORM CLASS III - TRAINLINE CONTINUITY INSPECTION
1	1	0	2320209B4	2320209B4
3	3	0	2320209B3II	2320209B3II
5	5	0	2320209B3I	2320209B3I
7	7	1	2320209B	2320209B
1	1	1	2320207C1	FAILURE TO PROPERLY DESIGNATE LOCATION FOR CLASS IA BRAKE TEST - 1000 MILE INSPECTION
1,276	1,425	3	2320207B6	AIR BRAKE EQUIPMENT MISSING AND/OR INSECURE
40	43	2	2320207B5	BRAKE RIGGING BROKEN, FOULING, FOLLOWING THE APPLICATION OF THE AIR BRAKES
1	1	0	2320207B4III	2320207B4III
16	16	0	2320207B4II	FAILURE OF AIR BRAKE SYSTEM ON CAR TO RESPOND TO A REQUIRED APPLICATION
275	307	0	2320207B4I	2320207B4I
30	32	0	2320207B3II	FAILURE OF AIR BRAKES TO RESPOND TO A REQUIRED APPLICATION
8	8	0	2320207B2	FAILURE TO PROPERLY POSITION, EXAMINE, AND OBSERVE THE FUNCTIONING OF ALL MOVING PARTS
2	2	0	2320207B1	BRAKE PIPE LEAKAGE EXCEEDS 5 PSI PER MINUTE OR AIR FLOW EXCEEDS 60 CUBIC FEET PER MINUTE
12	12	3	2320207B	2320207B
2	2	1	2320207A2	COMPLETE FAILURE TO PERFORM CLASS IA BRAKE TEST - 1000 MILE INSPECTION
3	19	0	2320205F1	FAILURE TO PERFORM INSPECTION ON CARS ADDED TO TRAIN CLASS I BRAKE TEST-INITIAL TERMINAL INSPECTION
33	33	4	2320205E2	FAILURE TO MAINTAIN WRITTEN/ELECTRONIC RECORD OF CLASS I BRAKE TEST IN CAB OF CONTROLLING LOCOMOTIVE UNTIL TRAIN REACHES FINAL DESTINATION (EXPLAIN)
22	26	2	2320205E1	FAILURE TO PROVIDE ENGINEER NOTIFICATION THAT CLASS I BRAKE TEST WAS SATISFACTORILY PERFORMED
2	2	0	2320205D1	FAILURE TO USE CARMEN WHEN REQUIRED FOR CLASS I BRAKE TEST - INITIAL TERMINAL INSPECTION - REDESIGNATED PARAGRAPH, SEE PETITION FOR RECON AUGUST 2, 20
8	8	0	2320205C8	FAILURE OF AIR BRAKES TO RELEASE FOLLOWING SIGNAL OR DEPARTURE
2,310	2,649	6	2320205C7	ALL BRAKE EQUIPMENT NOT PROPERLY SECURED
274	307	6	2320205C6	BRAKE SHOE RIGGING BINDING OR FOULING
546	604	13	2320205C5	PISTON TRAVEL EXCESSIVE, INSUFFICIENT, OR ON TRUCK-MOUNTED BRAKES, FAIL TO PROVIDE PROPER BRAKE SHOE CLEARANCE WHEN RELEASED

15	15	1	2320205C4	FAILURE TO PROPERLY RETEST THE AIR BRAKES ON A CAR FOLLOWING A FAILURE TO APPLY
3	3	0	2320205C3	FAILURE TO CHARGE AIR BRAKE SYSTEM TO PRESCRIBED PRESSURE (EXPLAIN)
65	76	11	2320205C2	FAILURE TO PROPERLY POSITION, EXAMINE, AND OBSERVE THE FUNCTIONING OF ALL MOVING PARTS
6	6	0	2320205C1	BRAKE PIPE LEAKAGE EXCEEDS 5 PSI PER MINUTE OR AIR FLOW EXCEEDS 60 CUBIC FEET PER MINUTE
379	392	37	2320205C	2320205C
8	8	1	2320205B2	CAR OR A SOLID BLOCK OF CARS MORE THAN OFF AIR MORE THAN FOUR HOURS AND DEPARTED WITHOUT A PRPOER TRAIN AIR BRAKE TEST
8	8	3	2320205B1	FAILURE TO CONDUCT A CLASS I BRAKE TEST FOLLOWING THE ADDITION OF A CAR OR A SOLID BLOCK OF CARS (EXPLAIN)
1	1	0	2320205A3	PARTIAL FAILURE TO PERFORM CLASS I BRAKE TEST - INITIAL TERMINAL INSPECTION (EXPLAIN)
10	10	3	2320205A2	COMPLETE FAILURE TO PERFORM CLASS I BRAKE TEST-INITIAL TERMINAL INSPECTION
13	47	0	2320203F1	FAILURE OF RAILROAD OR CONTRACTOR TO ADOPT AND COMPLY WITH A PLAN TO PERIODICALLY ASSESS THE EFFECTIVENESS OF ITS TRAINING PROGRAM
16	125	0	2320203E1	FAILURE OF RAILROAD OR CONTRACTOR TO MAINTAIN RECORDS FOR EMPLOYEES ASSIGNED TO PERFORM BRAKE SYSTEM INSPECTIONS, TESTS OR MAINTENANCE
1	1	0	2320203D1	FAILURE OF RAILROAD OR CONTRACTOR TO ADDRESS AND COMPLY WITH TRAINING REQUIREMENTS, FOR EMPLOYEES RESPONSIBLE FOR USING OR SETTING RETAINERS
3	3	0	2320203C1	FAILURE OF RAILROAD OR CONTRACTOR TO ADDRESS AND COMPLY WITH TRAINING REQUIREMENTS, FOR EMPLOYEES RESPONSIBLE FOR TESTING, OPERATION, AND MAINTENANCE
175	216	0	2320203B1	FAILURE OF RAILROAD OR CONTRACTOR TO ADDRESS AND COMPLY WITH SPECIFIC REQUIRED ITEM OR PROVISION OF TRAINING PROGRAM
46	384	4	2320203A1	FAILURE OF RAILROAD OR CONTRACTOR TO ADOPT AND COMPLY WITH A TRAINING, QUALIFICATION AND DESIGNATION PROGRAM FOR ITS EMPLOYEES ASSIGNED TO PERFORM BRA
1	1	0	2320170A6	PASSENGER/FREIGHT CAR RELEASED FROM SHOP OR REPAIR TRACK WITHOUT SINGLE CAR TEST WHEN REQUIRED (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS
1	1	0	2320170A5	FAILURE TO PERFORM APPROPRIATE TEST ON FREIGHT CAR AFTER RENEWAL OF AIR BRAKE PORTIONS OR ASSOCIATED COMPONENTS (FOR USE WITH TOURIST, HISTORIC, OR EX
14	14	0	2320170A2	PASSENGER CAR AIR BRAKE PAST DUE FOR COT&S (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1	1	0	2320157B3	CUT OUT COCK HANDLE BENT TO EXTENT IT IS INOPERATIVE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
26	40	0	2320157B2	CUT OUT COCK HANDLE BROKEN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1	2	0	2320157B1	CUT OUT COCK HANDLE MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
6	6	0	2320157A3	CUT OUT COCK INSECURE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
19	46	0	2320157A2	CUT OUT COCK BROKEN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
116	139	0	2320153B2	ANGLE COCK HANDLE BROKEN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
35	35	0	2320153B1	ANGLE COCK HANDLE MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
142	143	0	2320153A3	ANGLE COCK NOT SECURED AS INTENDED BY DESIGN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
59	60	0	2320153A2	ANGLE COCK BROKEN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
4	4	0	2320149A4	AIR HOSE LEAKING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
6	7	0	2320149A3	AIR HOSE WITH LOOSE OR DEFECTIVE FITTING AT EITHER END OF HOSE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)

48	50	0	2320149A2	AIR HOSE BROKEN, BLOWN OUT, WORN OR TORN THROUGH ONE LAYER OF FABRIC (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
2	2	0	2320149A1	AIR HOSE MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
104	125	0	2320144F3	BRAKE RIGGING OTHER (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
763	820	1	2320144F2	PARTS OF BRAKE EQUIPMENT IMPROPERLY SECURED (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1	1	0	2320144F1	BRAKE RIGGING DOWN OR DRAGGING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
22	30	1	2320144E4	BRAKE BEAM HEAD BURNED/WORN TO EXTENT SHOE CANNOT BE SATISFACTORILY HELD IN PLACE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
8	8	0	2320144E3	BRAKE BEAM OUT OF PLACE OR NOT PROPERLY RETAINED IN OPERATING POSITION (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
3	3	0	2320144E2	BRAKE BEAM BROKEN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS) (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
947	1,225	0	2320144D4	BRAKE SHOE WORN TO EXTENT BACKING PLATE WILL COME IN CONTACT WITH THE WHEEL (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
29	38	0	2320144D3	BRAKE SHOE NOT PROPERLY SECURED TO THE BRAKE HEAD (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
596	635	0	2320144D2	BRAKE SHOE BROKEN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
82	87	0	2320144D1	BRAKE SHOE MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
117	118	0	2320144C4	BRAKE ROD WORN TO LESS THAN ONE HALF ITS ORIGINAL STRENGTH (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
17	17	0	2320144C3	BRAKE ROD OUT OF PLACE/BENT TO EXTENT IT FOULS/WILL NOT MOVE FREELY AS INTENDED (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
8	8	0	2320144C2	BRAKE ROD BROKEN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
21	21	0	2320144B3	BRAKE LEVER IMPROPER/OUT OF PLACE/BENT TO EXTENT IT FOULS OR WILL NOT MOVE FREELY (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
3	3	0	2320144B2	BRAKE LEVER BROKEN (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
42	43	0	2320144A3	BRAKE PIN RETAINER MISS/BROKEN TO EXTENT IT DOES NOT SERVE ITS PURPOSE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
12	13	0	2320144A1	BRAKE CONNECTING PIN MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
2	2	0	2320142A3	RELEASE VALVE LOOSE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
33	33	0	2320142A2	RELEASE VALVE OR ROD BROKEN OR NON-FUNCTIONAL (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
3	3	0	2320142A1	RELEASE VALVE OR ROD MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
104	104	0	2320140A3	RETAINING VALVE OR PIPE INSECURE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
80	80	0	2320140A2	RETAINING VALVE OR PIPE BROKEN OR NON-FUNCTIONAL (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
6	6	0	2320140A1	RETAINING VALVE OR PIPE MISSING (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
54	54	0	2320120F2	AUTOMATIC SLACK ADJUSTER AND/OR BRAKE EQUIPMENT (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
15	15	0	2320120F1	REQUIRED VENT VALVE PLUGGED (OUTBOUND FROM TRAIN BRAKE TEST) (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
64	66	0	2320120E3	IMPROPER PISTON TRAVEL ON OTHER BRAKES (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
51	53	1	2320120E2	EXCESSIVE PISTON TRAVEL ON BODY MOUNTED 12 INCH BRAKE CYLINDER (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
				EXCESSIVE PISTON TRAVEL ON BODY MOUNTED 10 INCH BRAKE CYLINDER (FOR USE WITH

35	35	1	2320120E1	TOURIST, HISTORIC, OR EXCURSION RAILROADS)
8	9	0	2320120D6	OTHER TYPE CUT OUT/DID NOT APPLY (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
5	5	0	2320120D5	ABD/ABDW TYPE AIR BRAKE CUT OUT (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
62	62	1	2320120D3	ABD/ABDW TYPE AIR BRAKE DID NOT APPLY IN RESPONSE TO A REQUIRED APPLICATION (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1	1	0	2320120D2	AB TYPE AIR BRAKE DID NOT APPLY IN RESPONSE TO A REQUIRED APPLICATION (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1	1	0	2320120D1	BRAKE TEST OBSERVED TRAIN OPERATED WITH LEAKAGE IN EXCESS OF FIVE POUNDS PER MINUTE (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
6	6	0	2320120C7	AIR TEST IMPROPER (STATE FACTS) (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
5	5	0	2320120B7	FAILURE TO SET A SUFFICIENT NUMBER OF HANDBRAKES ON LOCOMOTIVES OR CARS WHEN REQUIRED (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1	1	1	2320120B3	FAILURE TO MAKE 1000-MILE FREIGHT TRAIN AIR BRAKE TEST (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1	1	0	2320111B2	NOTIFICATION AND LOCATION NOT GIVEN TO TRAIN CREW WHEN CLASS I OR CLASS 1A BRAKE TEST IS REQUIRED BEFORE CREW CHANGE INCLUDING BRAKE RELATED PROBLEMS
2	2	0	2320111B1	FAILURE OF RAILROAD TO PROVIDE TRAIN CREW WITH TRAIN WEIGHT, LENGTH, WEIGHT DISTRIBUTION, NUMBER AND LOCATION OF CARS WITH CUT-OUT OR INOPERATIVE BRAK
1	1	0	2320111A2	FAILURE OF RAILROAD TO PROVIDE TRAIN CREW WITH CONDITION OF TRAIN BRAKE SYSTEM AND TRAIN FACTORS AFFECTING BRAKE SYSTEM PERFORMANCE AND TESTING
6	6	1	2320111A1	FAILURE OF RAILROAD TO ADOPT OR COMPLY WITH TRAIN HANDLING INFORMATION REQUIREMENTS
1	1	0	2320110B2	LOCOMOTIVE HANDBRAKES, PARTS AND CONNECTIONS NOT INSPECTED OR SUITABLY STENCILED (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1	1	0	2320109K1	FAILURE OF RAILROAD TO ADOPT OR COMPLY WITH DYNAMIC BRAKE TRAINING OPERATING PROCEDURES
2	2	0	2320109J1	FAILURE OF RAILROAD TO ADOPT OR COMPLY WITH DYNAMIC BRAKE OPERATING RULES
1	1	1	2320109F1	IMPROPER USE OF LOCOMOTIVE IN THE CONTROLLING OR LEAD POSITION
1	1	0	2320109E1	IMPROPER OR FAILURE TO MEET CONDITIONS FOR DEACTIVATION OF LOCOMOTIVE DYNAMIC BRAKE
7	7	0	2320109C1	FAILURE TO PROPERLY TAG LOCOMOTIVE WITH DEFECTIVE DYNAMIC BRAKE
2	2	1	2320109B1	FAILURE TO REPAIR DEFECTIVE DYNAMIC BRAKES WITHIN 30 CALENDAR DAYS OR AT THE NEXT PERIODIC INSPECTION
13	13	0	2320109A2	FAILURE TO MAINTAIN WRITTEN OR ELECTRONIC INFORMATION REGARDING THE OPERATIONAL STATUS OF DYNAMIC BRAKE ON ALL LOCOMOTIVES IN CONSIST IN THE CAB OF TH
19	19	2	2320109A1	FAILURE TO PROVIDE LOCOMOTIVE ENGINEER WITH INFORMATION REGARDING THE OPERATIONAL STATUS OF DYNAMIC BRAKE ON ALL LOCOMOTIVES IN CONSIST AT INITIAL TER
6	6	0	2320107E1	FAILURE OF RAILROAD TO ADOPT OR COMPLY WITH COLD WEATHER OPERATING PROCEDURES
4	4	0	2320107D1	YARD AIR RESERVOIR(S) NOT DRAINED DAILY OR AS OFTEN AS CONDITIONS REQUIRE
2	2	0	2320107B1	FAILURE TO BLOW CONDENSATION FROM PIPE OR HOSE PRIOR TO CONNECTING THE YARD AIR LINE OR LOCOMOTIVE TO THE TRAIN
7	7	0	2320107A4	FAILURE OF RAILROAD TO MAINTAIN INSPECTION RECORDS FOR ONE YEAR RELATING TO YARD AIR SOURCE INSPECTIONS
6	6	0	2320107A3	YARD AIR SOURCE NOT OPERATING AS INTENDED OR FAILURE OF RAILROAD TO TAKE REMEDIAL ACTION WHEN OTHERWISE FOUND DEFECTIVE
10	11	1	2320107A2	FAILURE OF RAILROAD TO INSPECT YARD AIR SOURCE AT REQUIRED INTERVALS

25	74	1	2320107A1	FAILURE OF RAILROAD TO ADOPT AND COMPLY WITH MONITORING PROGRAM FOR YARD AIR SOURCES OTHER THAN LOCOMOTIVES
4	4	0	2320105G2	BRAKE PIPE LEAKAGE EXCEEDS 5 PSI PER MINUTE OR AIR FLOW EXCEEDS 60 CUBIC FEET PER MINUTE
9	9	1	2320105G1	LOCOMOTIVE ENGINEER FAILS TO DETERMINE THAT BRAKE SYSTEM IS IN OPERATIVE CONDITION WHEN TAKING CHARGE OF LOCOMOTIVE CONSIST
1	1	0	2320105F1	IMPROPER USE OF PASSENGER POSITION ON AUTOMATIC BRAKE VALVE THREE POSITION CUT-OUT COCK
19	19	2	2320105D1	LOCOMOTIVE EQUALIZING RESERVOIR LEAKAGE
163	163	0	2320105C2	FAILURE TO PROPERLY STENCIL, TAG OR RECORD LOCOMOTIVE HAND/PARKING BRAKE INSPECTION INFORMATION
134	141	5	2320105C1	LOCOMOTIVE HAND OR PARKING BRAKE COMPONENTS NOT INSPECTED OR REPAIRED AS REQUIRED
9	9	2	2320105B2	LOCOMOTIVE HAND OR PARKING BRAKE CANNOT BE APPLIED OR RELEASED BY HAND OR IS INCAPABLE OF HOLDING THE LOCOMOTIVE ON 3 PERCENT GRADE
76	96	10	2320105A1	FAILURE TO MAINTAIN LOCOMOTIVE AIR BRAKES IN SAFE AND SUITABLE CONDITION (PROVIDE DETAILS)
33	33	0	2320103O3	IMPROPER ADJUSTMENT OF AIR REGULATING DEVICES
1	2	0	2320103N8	FAILURE OF RAILROAD TO DEVELOP, IMPLEMENT AND VERIFY PROCESS CONCERNING USE OF HAND BRAKES AND OR STATUS OF LOCOMOTIVE CONTROLS ON UNATTENDED LOCOMOTI
2	2	1	2320103N7	FAILURE TO APPLY HAND BRAKE ON LEAD LOCOMOTIVE OF UNATTENDED LOCOMOTIVE CONSIST (LITE ENGINES), WITHIN YARD LIMITS
2	2	0	2320103N6	FAILURE TO APPLY HAND BRAKES ON ALL LOCOMOTIVES OF AN UNATTENDED LOCOMOTIVES CONSIST (LITE ENGINES), OUTSIDE OF YARD LIMITS
2	2	0	2320103N5	PREMATURE RELEASE OF HAND BRAKES ON UNATTENDED EQUIPMENT WITHOUT FIRST ESTABLISHING PROPER CHARGING OF BRAKE SYSTEM
360	409	33	2320103N4	FAILURE TO ADOPT OR COMPLY WITH PROCEDURES FOR SECURING UNATTENDED LOCOMOTIVES
9	11	0	2320103N3IV	FAILURE TO DEVELOP, ADOPT, OR COMPLY WITH PROCEDURES FOR SECURING ANY UNATTENDED LOCOMOTIVE REQUIRED TO HAVE HAND BRAKE APPLIED WHEN THE LOCOMOTIVE IS
97	104	27	2320103N3III	FAILURE TO FULLY APPLY HAND BRAKE ON THE LEAD LOCOMOTIVE IN AN UNATTENDED LOCOMOTIVE CONSIST WITHIN YARD LIMITS
17	20	2	2320103N3II	FAILURE TO FULLY APPLY ALL HAND BRAKES ON ALL LOCOMOTIVES IN AN UNATTENDED LOCOMOTIVE CONSIST OUTSIDE OF YARD LIMITS
95	95	23	2320103N3I	FAILURE TO FULLY APPLY ALL HAND BRAKES ON ALL LOCOMOTIVES IN LEAD CONSIST OF AN UNATTENDED TRAIN
54	125	10	2320103N2	FAILURE TO REDUCE BRAKE PIPE TO ZERO AND TO VENT BRAKE PIPE TO ATMOSPHERE WITH ANGLE COCK IN OPEN POSITION ON FIRST UNIT OF EQUIPMENT LEFT UNATTENDED
35	37	8	2320103N1II	FAILURE TO DEVELOP OR IMPLEMENT PROCEDURE TO VERIFY APPLIED HAND BRAKES WILL HOLD EQUIPMENT
509	587	195	2320103N1I	FAILURE TO APPLY SUFFICIENT NUMBER OF HAND BRAKES TO HOLD EQUIPMENT
13	13	3	2320103N1	TOTAL FAILURE TO APPLY HAND BRAKES ON UNATTENDED EQUIPMENT
3	3	0	2320103I3	TRAIN BRAKE EMERGENCY APPLICATION FEATURE INOPERATIVE OR UNAVAILABLE
1	1	0	2320103I2	BRAKE SYSTEM WILL NOT STOP TRAIN AS REQUIRED IN RESPONSE TO AN EMERGENCY APPLICATION
1	1	0	2320103I1	TRAIN BRAKE SYSTEM NOT EQUIPPED WITH EMERGENCY APPLICATION FEATURE
5	8	0	2320103H1	EQUIPMENT ORDERED AFTER AUGUST 1, 2002 OR PLACED IN SERVICE FOR THE FIRST TIME ON OR AFTER AUGUST 1, 2004 WITH PISTON TRAVEL OR INDICATOR THAT CANNOT
3	3	0	2320103G3	FREIGHT CAR BADGE PLATE, DECAL OR STENCIL NOT PROPERLY LOCATED
98	105	0	2320103G2	FREIGHT CAR BADGE PLATE, DECAL OR STENCIL ILLEGIBLE OR INCOMPLETE INFORMATION
1,207	1,350	2	2320103G1	FREIGHT CAR BADGE PLATE, DECAL OR STENCIL MISSING

67	76	2	2320103F9	2320103F9
10	10	0	2320103F8	2320103F8
309	336	0	2320103F7	2320103F7
91	95	8	2320103F6	2320103F6
136	145	1	2320103F5	2320103F5
198	199	6	2320103F4	2320103F4
594	629	3	2320103F3	FREIGHT CAR PISTON TRAVEL IMPROPER
20	21	0	2320103F28	2320103F28
24	26	0	2320103F27	2320103F27
1,156	1,183	0	2320103F26	2320103F26
38	41	0	2320103F25	2320103F25
3,521	4,075	1	2320103F24	2320103F24
82	106	0	2320103F23	2320103F23
42	44	0	2320103F22	2320103F22
5,536	7,659	0	2320103F21	2320103F21
411	420	1	2320103F20	2320103F20
682	755	19	2320103F2	FREIGHT CAR AIR BRAKES INOPERATIVE OR INEFFECTIVE
574	631	4	2320103F19	2320103F19
90	94	0	2320103F18	2320103F18
449	452	0	2320103F17	2320103F17
132	145	1	2320103F15	2320103F15
1,867	1,949	13	2320103F14	2320103F14
171	174	1	2320103F13	2320103F13
20	21	1	2320103F12	2320103F12
78	91	8	2320103F11	2320103F11
2,313	2,665	15	2320103F10	2320103F10
1,208	1,272	124	2320103F1	FREIGHT CAR AIR BRAKES CUT-OUT
1	1	0	2320103E1	MOVEMENT OF TRAIN WITH LESS THAN 85 PERCENT OF OPERATIVE AIR BRAKES
26	26	4	2320103D1	FAILURE OF TRAIN TO HAVE 100 PERCENT OPERATIVE AIR BRAKES AT CLASS I INSPECTION
67	70	0	2320103C1	BRAKE SYSTEM DOES NOT RESPOND TO SIGNALS FROM THE TRAIN LINE
165	266	1	2320103A1	PRIMARY BRAKE SYSTEM WILL NOT STOP TRAIN AS REQUIRED
1	30	0	2320019A1	FAILURE TO MAKE RECORDS AVAILABLE UPON REQUEST
1	1	1	2320015E1	DEFECTIVE EQUIPMENT IMPROPERLY PLACED IN TRAIN (PROVIDE DETAILS)
7	7	4	2320015B4	FAILURE TO RETAIN RECORD OF TAG
2	2	0	2320015B3	IMPROPER REMOVAL OF TAG
7	19	1	2320015B2	TAG OR RECORD NOT PROPERLY COMPLETED OR HAS MISSING INFORMATION
16	16	0	2320015B1	COMPLETE FAILURE TO TAG DEFECTIVE EQUIPMENT
28	29	9	2320015A1	FAILURE TO MEET CONDITIONS FOR MOVEMENT OF DEFECTIVE EQUIPMENT FOR REPAIR (PROVIDE DETAILS)
1	1	0	2320011A2	FAILURE TO BLOW CONDENSATION FROM PIPE FROM WHICH AIR IS TAKEN BEFORE CONNECTING YARD LINE OR MOTIVE POWER TO TRAIN (FOR USE WITH TOURIST, HISTORIC, O
3	3	0	2320011A1	FAILURE TO HAVE EFFECTIVE AND OPERATIVE AIR BRAKES AS REQUIRED (FOR USE WITH TOURIST, HISTORIC, OR EXCURSION RAILROADS)
1,188	1,249	7	2310144B4	COUPLER HEIGHT ON CAR LESS THAN 31 1/2" FROM TOP OF RAIL

29	30	0	2310144B3	COUPLER HEIGHT ON CAR MORE THAN 34 1/2" FROM TOP OF RAIL
40	40	0	2310144B2	COUPLER HEIGHT ON LOCOMOTIVE LESS THAN 31 1/2" FROM TOP OF RAIL
8	9	0	2310144B1	COUPLER HEIGHT ON LOCOMOTIVE MORE THAN 34 1/2" FROM TOP OF RAIL
21	23	0	2310144A2	COUPLER BROKEN, MISSING OR INOPERATIVE ON LOCOMOTIVE
54	55	0	2310144A1	COUPLER BROKEN, MISSING OR INOPERATIVE ON CAR
50	56	0	2310140D3	UNCOUPLING LEVER HANDLE IMPROPERLY LOCATED
340	363	0	2310140D2	UNCOUPLING LEVER WITH IMPROPER HANDLE CLEARANCE
72	80	1	2310140D1	UNCOUPLING LEVER WRONG DIMENSION
149	152	2	2310140C2	UNCOUPLING LEVER BRACKET BROKEN OR MISSING
499	508	1	2310140C1	UNCOUPLING LEVER BRACKET BENT LEVER WILL NOT FUNCTION PROPERLY
1,894	1,917	15	2310140B1	UNCOUPLING LEVER BENT WILL NOT SAFELY AND REASONABLY FUNCTION AS INTENDED
174	176	7	2310140A2	UNCOUPLING LEVER BROKEN OR DISCONNECTED
139	173	12	2310140A1	UNCOUPLING LEVER MISSING
17	17	0	2310138C5	HAND OR SAFETY RAILING NOT SECURED AGAINST END SHIFTING
42	57	0	2310138C4	HAND OR SAFETY RAILING OBSTRUCTED
68	71	0	2310138C3	HAND OR SAFETY RAILING IMPROPERLY LOCATED
329	357	7	2310138C2	HAND OR SAFETY RAILING HAVING LESS THAN THE REQUIRED CLEARANCE
160	170	7	2310138C1	HAND OR SAFETY RAILING IMPROPERLY APPLIED OR REPAIRED
16	17	0	2310138B2	HAND OR SAFETY RAILING LESS THAN REQUIRED DIMENSIONS
86	95	0	2310138B1	HAND OR SAFETY RAILING BENT
757	794	11	2310138A3	HAND OR SAFETY RAILING LOOSE EXCEPT BY DESIGN
173	179	15	2310138A2	HAND OR SAFETY RAILING BROKEN
179	199	0	2310138A1	HAND OR SAFETY RAILING MISSING
14	28	0	2310136D4	VERTICAL HANDHOLD IMPROPERLY LOCATED
194	214	4	2310136D3	VERTICAL HANDHOLD HAS INSUFFICIENT CLEARANCE
81	237	1	2310136D2	VERTICAL HANDHOLD AND/OR BRACKETS IMPROPERLY APPLIED OR NOT MECHANICALLY FASTENED
75	143	0	2310136D1	VERTICAL HANDHOLD NOT PAINTED CONTRASTING COLOR
369	505	24	2310136C5	BOTTOM LADDER TREAD / HANDHOLD WITHOUT FOOTGUARDS
847	1,071	29	2310136C4	LADDER TREAD OR HANDHOLD OBSTRUCTED
493	637	17	2310136C3	LADDER TREAD OR HANDHOLD IMPROPERLY LOCATED
8,275	9,215	65	2310136C2	LADDER TREAD OR HANDHOLD HAVING LESS THAN THE REQUIRED CLEARANCE
529	841	14	2310136C1	LADDER TREAD / HANDHOLD AND/OR BRACKETS IMPROPERLY APPLIED OR NOT MECHANICALLY FASTENED
276	351	3	2310136B2	LADDER TREAD OR HANDHOLD LESS THAN THE REQUIRED DIMENSIONS
3,457	3,792	32	2310136B1	LADDER TREAD OR HANDHOLD BENT TO THE EXTENT THAT IT MAY BE UNSAFE
4,628	5,003	28	2310136A3	LADDER TREAD OR HANDHOLD LOOSE EXCEPT BY DESIGN
546	565	100	2310136A2	LADDER TREAD OR HANDHOLD BROKEN
318	550	98	2310136A1	LADDER TREAD OR HANDHOLDS MISSING
9	9	0	2310134D1	END LADDER CLEARANCE / VERTICAL PLANE DEFECTIVE (EXPLAIN)
38	44	1	2310134C2	LADDER HAVING INSUFFICIENT CLEARANCE OR IMPROPERLY LOCATED
149	173	11	2310134C1	LADDER AND/OR BRACKETS IMPROPERLY APPLIED OR NOT MECHANICALLY FASTENED
9	16	0	2310134B2	LADDER HAVING WRONG DIMENSIONS
698	756	3	2310134B1	LADDER BENT
892	941	8	2310134A3	LADDER LOOSE

241	247	12	2310134A2	LADDER BROKEN
8	12	5	2310134A1	LADDER MISSING
1	1	0	2310132B3	SIDE DOOR STEP AND/OR BRACKETS IMPROPERLY APPLIED OR NOT MECHANICALLY FASTENED
2	2	0	2310132B1	SIDE DOOR STEP BENT
4	4	0	2310132A3	SIDE DOOR STEP LOOSE
1	1	0	2310132A2	SIDE DOOR STEP BROKEN
101	119	7	2310130B4	SILL STEP, ADDITIONAL TREAD AND/OR BRACKETS IMPROPERLY APPLIED OR NOT MECHANICALLY FASTENED
1	1	0	2310130B3	SILL STEP EXCEEDING 18 INCHES IN DEPTH NOT LATERALLY BRACED
237	304	0	2310130B2	SILL STEP OR ADDITIONAL TREAD, HAVING WRONG DIMENSIONS OR IMPROPERLY LOCATED
1,886	2,018	9	2310130B1	SILL STEP OR ADDITIONAL TREAD, BENT
2,608	2,771	16	2310130A3	SILL STEP OR ADDITIONAL TREAD, LOOSE
185	186	22	2310130A2	SILL STEP OR ADDITIONAL TREAD, BROKEN
36	42	4	2310130A1	SILL STEP OR ADDITIONAL TREAD, MISSING
36	73	0	2310128D3	NON-ILLUMINATED STEP NOT PAINTED CONTRASTING COLOR
148	198	0	2310128D2	SWITCHING STEP NOT ILLUMINATED WHEN REQUIRED
16	25	0	2310128D1	SWITCHING STEP BACK STOP OR KICK PLATE MISSING
47	50	0	2310128C2	PLATFORM OR SWITCHING STEP OBSTRUCTED
31	58	1	2310128C1	PLATFORM OR SWITCHING STEP IMPROPERLY APPLIED OR REPAIRED
81	178	8	2310128B2	PLATFORM OR SWITCHING STEP DOES NOT MEET THE REQUIRED LOCATION OR DIMENSIONS
46	49	1	2310128B1	PLATFORM OR SWITCHING STEP BENT
122	130	0	2310128A3	PLATFORM OR SWITCHING STEP LOOSE
133	152	2	2310128A2	PLATFORM OR SWITCHING STEP BROKEN OR DECAYED
2	3	0	2310128A1	PLATFORM OR SWITCHING STEP MISSING
165	177	2	2310126C4	END PLATFORM OBSTRUCTED
25	26	0	2310126C3	END PLATFORM IMPROPERLY LOCATED
3	3	0	2310126C2	END PLATFORM WITH LESS THAN REQUIRED CLEAR TO VERT PLN THRU INSIDE KNUCKLE FACE
263	403	1	2310126C1	END PLATFORM AND/OR BRACKETS IMPROPERLY APPLIED OR NOT MECHANICALLY FASTENED
25	25	0	2310126B2	END PLATFORM OR BRACES HAVING WRONG DIMENSIONS
383	389	1	2310126B1	END PLATFORM OR BRACE BENT
377	396	0	2310126A3	END PLATFORM LOOSE
1,228	1,300	5	2310126A2	END PLATFORM BROKEN OR DECAYED
9	9	0	2310126A1	END PLATFORM MISSING OR PART MISSING EXCEPT BY DESIGN
2	7	0	2310124C5	FAILURE TO STENCIL OR PAINT CAR WITH CONTRASTING REFLECTORIZED OR ANTI-SKID PAINT WHEN REQUIRED (EXPLAIN)
25	27	0	2310124C4	RUNNING BOARD EXTENSION NOT PROPERLY BRACED WHEN REQUIRED
79	83	0	2310124C2	RUNNING BOARD OBSTRUCTED
13	14	0	2310124C1	RUNNING BOARD IMPROPERLY APPLIED OR REPAIRED
1	1	0	2310124B2	RUNNING BOARD LESS THAN REQUIRED DIMENSIONS
121	131	4	2310124B1	RUNNING BOARD BENT TO THE EXTENT THAT IT IS UNSAFE
162	170	0	2310124A3	RUNNING BOARD LOOSE PRESENTS A TRIPPING HAZARD OR OTHER UNSAFE CONDITION
297	330	8	2310124A2	RUNNING BOARD BROKEN OR DECAYED
20	24	1	2310124A1	RUNNING BOARD MISSING OR PART MISSING EXCEPT BY DESIGN

130	130	0	2310120C4	BRAKE STEP OBSTRUCTED OR OTHERWISE UNSAFE
60	78	0	2310120C3	BRAKE STEP HAS INSUFFICIENT CLEARANCE TO VERTICAL PLANE THROUGH INSIDE FACE OF KNUCKLE
5	5	0	2310120C2	BRAKE STEP IMPROPERLY LOCATED
89	198	0	2310120C1	BRAKE STEP AND/OR BRACKETS IMPROPERLY APPLIED OR NOT MECHANICALLY FASTENED
39	39	1	2310120B2	BRAKE STEP OR WRONG DIMENSIONS
414	418	4	2310120B1	BRAKE STEP OR BRACE BENT
509	514	1	2310120A3	BRAKE STEP OR BRACE LOOSE
279	282	7	2310120A2	BRAKE STEP OR BRACE BROKEN OR DECAYED
5	5	1	2310120A1	BRAKE STEP MISSING EXCEPT BY DESIGN
5	5	0	2310118B1	RATCHET OR PAWL BENT TO EXTENT IT MAY NOT HOLD AS INTENDED
13	13	0	2310118A3	RATCHET OR PAWL LOOSE TO EXTENT IT MAY NOT HOLD AS INTENDED
3	3	0	2310118A2	RATCHET OR PAWL BROKEN
4	4	0	2310114B4	HAND BRAKE WHEEL OR LEVER WRONG DIMENSIONS
208	208	1	2310114B3	HAND BRAKE WHEEL/LEVER CLEARANCE INSUFFICIENT TO VERTICAL PLANE THROUGH INSIDE FACE OF KNUCKLE
1,263	1,269	7	2310114B2	HAND BRAKE WHEEL OR LEVER HAS INSUFFICIENT CLEARANCE AROUND RIM OR HANDLE
23	24	0	2310114B1	HAND BRAKE WHEEL OR LEVER IMPROPERLY APPLIED
205	206	0	2310114A3	HAND BRAKE WHEEL OR LEVER LOOSE (SECUREMENT)
22	22	0	2310114A2	HAND BRAKE WHEEL OR LEVER BROKEN
5	5	1	2310114A1	HAND BRAKE WHEEL OR LEVER MISSING
120	121	2	2310110C3	HAND BRAKE BELL CRANK DEFECTIVE
67	67	1	2310110C2	HAND BRAKE CHAIN DISCONNECTED, BROKEN OR MISSING
412	413	0	2310110C1	HAND BRAKE CHAIN IMPROPERLY APPLIED, WRONG DIMENSION OR WORN
31	37	0	2310110B7	HAND BRAKE SHAFT RETAINER MISSING
111	129	1	2310110B6	HAND BRAKE SHAFT NOT RETAINED IN OPERATING POSITION
2	2	0	2310110B5	HAND BRAKE SHAFT WELDED OR WRONG DIMENSION
23	25	0	2310110B4	HAND BRAKE INCORRECTLY LOCATED
92	92	1	2310110B3	HAND BRAKE AND/OR BRACKETS IMPROPERLY APPLIED OR NOT MECHANICALLY FASTENED
190	191	11	2310110B2	HAND BRAKE INEFFECTIVE
188	188	16	2310110B1	HAND BRAKE INOPERATIVE
248	250	1	2310110A3	HAND BRAKE OR HAND BRAKE PART LOOSE
76	77	1	2310110A2	HAND BRAKE OR HAND BRAKE PART BROKEN
126	128	0	2310110A1	HAND BRAKE OR HAND BRAKE PART MISSING
1	1	0	2300116B1	TENDER OIL SUPPLY PIPE SAFETY CUT-OFF DEVICE WILL NOT CLOSE WHEN TRIPPED OR CANNOT BE RESET WITHOUT HAZARD
1	1	0	2300111B2	STEAM LOCOMOTIVE ELLIPTICAL SPRING SHIFTED IN BAND
1	1	0	2300106A1	STEAM LOCOMOTIVE FRAME NOT MAINTAINED IN SAFE AND SUITABLE CONDITION OR NOT INSPECTED AT 1,472 SERVICE DAY INSPECTION
1	1	0	2300104A1	DRIVING BOX SHOE OR WEDGE BROKEN OR CANNOT BE ADJUSTED
1	1	0	2300096G1	BORE ON SIDE ROD BEARING EXCEEDS 5/32" ON MAIN PIN
1	1	0	2300096A1	MAIN, SIDE OR VALVE RODS CRACKED OR OTHERWISE DEFECTIVE
2	2	0	2300088A1	THROTTLE LEVER NOT IN SAFE AND SUITABLE CONDITION FOR SERVICE
1	2	0	2300080A2	CAB WINDOWS DEFECTIVE TO EXTENT THAT TRAIN CREWS VISION OF RIGHT-OF-WAY IS DISTORTED
1	1	0	2300080A1	CAB NOT SECURED, PROPERLY BRACED OR MAINTAINED

2	4	0	2300076A2	PISTON TRAVEL EXCESSIVE
2	2	0	2300072B1	WELDED MAIN RESERVOIR NOT DRILLED PROPERLY
1	1	0	2300070B1	EMERGENCY BRAKE VALVE MISSING, NON-FUNCTIONAL OR NOT CLEARLY MARKED
1	1	0	2300070A1	FAILURE TO PREFORM PRE-DEPARTURE INSPECTION OF AIR BRAKES, AIR COMPRESSOR, AIR REGULATORS AND BRAKE VALVES
12	14	0	2300065A1	STEAM LEAKS FROM STEAM LOCOMOTIVE BOILER AND ITS APPURTENANCES OBSCURING THE ENGINE CREWS VISION
3	3	0	2300063A1	FAILURE TO PROPERLY INSPECT SMOKE BOX, STEAM PIPES AND PRESSURE PARTS WHEN REQUIRED
1	1	0	2300062A1	FAILURE TO PROPERLY INSPECT AND/OR REPAIR OR REPLACE DRY PIPES SUBJECT TO PRESSURE
1	1	0	2300060C1	FAILURE TO MAINTAIN OR EXAMINE ALL WASHOUTS PLUGS, THREADS, SLEEVES AND OPENINGS
1	1	0	2300060B1	BOILER WASH PERFORMED WITHOUT REMOVING ALL WASH OUT PLUGS, ARCH TUBE PLUGS, THERMIC SIPHON PLUGS, CIRCULATOR PLUGS AND WATER BAR PLUGS
2	3	2	2300057B1	FAILURE TO PROPERLY TEST AND/OR MAINTAIN INJECTORS, FEEDWATER PUMPS, BOILER CHECKS, DELIVERY PIPES, FEED WATER PIPES, TANKS HOSES AND TANK VALVES
1	2	0	2300050A1	FAILURE TO SET SAFETY RELIEF VALVES AT NINETY-TWO DAY SERVICE DAY INSPECTION OR WHEN IRREGULARITY IS REPORTED
5	5	0	2300049D1	FAILURE TO IDENTIFY LOWEST SAFETY VALVE SETTING ON STEAM GAUGE
1	1	0	2300049B1	SAFETY RELIEF VALVES NOT SET TO LIFT AT PRESCRIBED PRESSURES
1	1	0	2300045A1	FAILURE TO PROPERLY TEST AND/OR SET STEAM GAUGE
1	1	0	2300040A2	FAILURE TO HAMMER TEST STAYBOLTS UNDER HYDROSTATIC PRESSURE FOLLOWING HYDROSTATIC TEST OF BOILER 25% ABOVE MAWP
1	1	0	2300039D1	STAYBOLT WITH TELLTALE HOLE PLUGGED IMPROPERLY, WELDED, FORGED OR RIVETED OVER
1	1	0	2300039C1	STAYBOLT WITH TELLTALE HOLE PLUGGED, LEAKING OR MISSING AND NOT COUNTED AS BROKEN
1	1	0	2300039B1	BROKEN STAYBOLTS NOT REPLACED WHEN REQUIRED
1	1	0	2300038B2	TELLTALE HOLES NOT KEPT OPEN WHEN REQUIRED
8	26	0	2300036A3	HYDROSTATIC TEST IMPROPER
2	2	0	2300035A1	FAILURE TO RAISE TEMPERATURE OF BOILER TO AT LEAST 70 DEGREES F. BEFORE APPLYING ANY HYDROSTATIC PRESSURE TO BOILER
1	1	0	2300033D1	CRACKS IN FIRE BOX SIDE SHEET(S), DOOR SHEET, OR CROWN SHEET
1	1	0	2300029B1	FAILURE OF OWNER AND/OR OPERATOR TO REPAIR STEAM LOCOMOTIVE IN ACCORDANCE WITH AN ACCEPTED AND ESTABLISHED RAILROAD OR NATIONAL STANDARD FOR BOILER RE
1	1	0	2300022A1	FAILURE TO REPORT ACCIDENT RESULTING FROM FAILURE OF STEAM LOCOMOTIVE BOILER OR APPURTENANCE
1	1	0	2300018B1	SERVICE DAY INSPECTION REPORT NOT FILED WITH FRA BY JANUARY 31OF EACH YEAR
1	1	0	2300016C3	ANNUAL INSPECTION REPORT NOT FILED WITH FRA AND/OR WHERE THE STEAM LOCOMOTIVE IS MAINTAINED
1	1	0	2300014C3	THIRTY-ONE SERVICE DAY INSPECTION REPORT NOT FILED WITH FRA AND/OR WHERE THE STEAM LOCOMOTIVE IS MAINTAINED
1	2	2	2300013C6	DAILY INSPECTION REPORTS NOT RETAINED FOR 92 DAYS.
2	5	3	2300013C4	DEFECTS REPORTED AND NOT REPAIRED
4	20	0	2300013C2	DAILY INSPECTION REPORT NOT PROPERLY COMPLETED OR REQUIRED INFORMATION MISSING
1	2	2	2300013C1	FAILURE TO MAKE WRITTEN REPORT OF DAILY INSPECTION
1	3	3	2300011A1	FAILURE TO REPAIR NON-COMPLYING STEAM LOCOMOTIVE PRIOR TO USE
1	1	1	2290139D1	FAILURE TO REPAIR DEFECTIVE TOILET FACILITY ON LOCOMOTIVE USED IN SWITCHING OR

				TRANSFER SERVICE WITHIN 10 DAYS AFTER BEING REPORTED AND/OR IDENTIFIED
8	8	0	2290139C1	SANITATION COMPARTMENT OF ANY OCCUPIED LOCOMOTIVE USED IN SWITCHING OR TRANSFER SERVICE NOT SANITARY
80	81	1	2290139B1	MECHANICAL COMPONENTS AND OTHER SYSTEMS REQUIRED FOR THE PROPER OPERATION OF THE SANITATION COMPARTMENT DO NOT OPERATE AS INTENDED (EXPLAIN)
15	15	1	2290139A1	LEAD LOCOMOTIVE OCCUPIED AND NOT SANITARY
13	14	1	2290137I1	FAILURE TO RETAIN AND MAINTAIN TOILET FACILITY WHEN REQUIRED
1	1	0	2290137H2	FAILURE TO REPAIR LOCOMOTIVE WITH A DEFECTIVE SANITATION COMPARTMENT MODESTY LOCK ON OR BEFORE THE NEXT SCHEDULED 92 DAY INSPECTION
1	1	0	2290137H1	FAILURE TO REPAIR LEAD LOCOMOTIVE WITH A DEFECTIVE SANITATION COMPARTMENT DOOR OR PLACE THE LOCOMOTIVE IN ALTERNATE SERVICE PRIOR TO DEPARTURE FOLLOWI
1	1	0	2290137F1	FAILURE TO EQUIP LEAD LOCOMOTIVE WITH TOILET PAPER, WASHING SYSTEM OR TRASH RECEPTACLE PRIOR TO DEPARTURE FOLLOWING A DAILY LOCOMOTIVE INSPECTION
6	6	0	2290137E1	FAILURE TO MEET CONDITIONS OF EXCEPTION FOR LOCOMOTIVES IN SWITCHING/TRANSFER SERVICE WITH DEFECTIVE AND/OR UNSANITARY TOILET FACILITY
143	144	0	2290137D1	FAILURE TO MEET CONDITIONS OF EXCEPTION FOR TRAILING LOCOMOTIVE WITH DEFECTIVE AND/OR UNSANITARY TOILET FACILITY
90	95	1	2290137C2	FAILURE TO MEET CONDITIONS OF EXCEPTION FOR LEAD LOCOMOTIVE WITH DEFECTIVE AND/OR UNSANITARY TOILET FACILITY
430	440	9	2290137C1	DEFECTIVE AND/OR UNSANITARY TOILET FACILITY IN LEAD LOCOMOTIVE
37	37	0	2290137B7	TOILET FACILITY DOES NOT COMPLY WITH THE REQUIREMENTS OF THIS PART
2	2	0	2290137B6	FAILURE TO MEET SANITATION COMPARTMENT CONDITIONS OF EXCEPTION FOR CONTROL CAB LOCOMOTIVES
2	2	2	2290137B4	FAILURE TO MEET SANITATION COMPARTMENT CONDITIONS OF EXCEPTION FOR LOCOMOTIVES OPERATING ON CLASS III RAILROADS
3	3	0	2290137B3	FAILURE TO MEET SANITATION COMPARTMENT CONDITIONS OF EXCEPTION FOR LOCOMOTIVES IN TRANSFER SERVICE
13	13	0	2290137B2	FAILURE TO MEET SANITATION COMPARTMENT CONDITIONS OF EXCEPTION FOR LOCOMOTIVES OPERATING IN SWITCHING SERVICE SERVICE
14	14	0	2290137A9	PORTABLE TRASH RECEPTACLE NOT PROVIDED
30	30	0	2290137A8	TOILET PAPER NOT PROVIDED OR NOT PROVIDED IN SUFFICIENT QUANTITY
3	7	0	2290137A7	LEAD LOCOMOTIVE CAB NOT EQUIPPED WITH WASHING SYSTEM WHEN REQUIRED
2	2	0	2290137A6	LEAD LOCOMOTIVE CAB NOT EQUIPPED WITH TOILET FACILITY WHEN REQUIRED
192	194	0	2290137A5	SANITATION COMPARTMENT DOOR MODESTY LOCK MISSING OR DEFECTIVE
12	12	0	2290137A4	SANITATION COMPARTMENT DOOR DOESN'T CLOSE
1	1	0	2290137A3	SANITATION COMPARTMENT DOOR MISSING
40	41	0	2290137A2	SANITATION COMPARTMENT NOT ADEQUATELY VENTILATED
21	22	0	2290137A1	COMPLETE FAILURE TO PROVIDE SANITATION COMPARTMENT FACILITIES IN LEAD LOCOMOTIVE CAB
1	1	0	2290135D1A	2290135D1A
1	1	0	2290135C3	FAILURE TO RECORD DATE EVENT RECORDER REMOVED FROM SERVICE ON F6180.49A REMARKS SECTION WHERE REQUIRED
1	1	0	2290135C2	FAILURE TO REMOVE FROM SERVICE AN EVENT RECORDER KNOWN TO HAVE FAILED
4	4	0	2290135B1A	2290135B1A
17	17	0	2290135A2	FAILURE TO NOTE PRESENCE OF EVENT RECORDER ON F6180.49A REMARKS SECTION WHERE REQUIRED
2	2	1	2290135A1	FAILURE TO EQUIP LEAD LOCOMOTIVE WITH IN-SERVICE EVENT RECORDER WHEN REQUIRED
24	24	0	2290131E1	SANDERS INSECURE
366	404	2	2290131D1	SANDERS CREATE A PERSONAL INJURY HAZARD

91	114	0	2290131C1	SANDERS NOT LINE TO RAIL
854	1,530	12	2290131B1	SANDERS INOPERATIVE
6	6	0	2290131A1	SANDERS MISSING
1	1	0	2290129C10	NO EXCEPTION TAKEN TO RECORDS INSPECTION
32	32	1	2290129B2	AUDIBLE WARNING DEVICE MISSING, INOPERATIVE, OR INADEQUATE
2	2	0	2290129A3	AUDIBLE WARNING DEVICE ON LEAD LOCOMOTIVE CANNOT BE CONVENIENTLY OPERATED BY THE ENGINEER
15	16	0	2290127B3	PASSAGEWAYS/COMPARTMENTS LIGHTS INADEQUATE
9	11	0	2290127B2	PASSAGEWAYS/COMPARTMENTS LIGHTS MISSING
368	435	1	2290127B1	PASSAGEWAYS/COMPARTMENTS LIGHTS INOPERATIVE
52	57	0	2290127A5	CAB LIGHTS DEFECTIVE
1	2	0	2290127A4	CAB LIGHTS IMPROPERLY POSITIONED
9	11	0	2290127A3	CAB LIGHTS INADEQUATE
154	171	1	2290127A1	CAB LIGHTS INOPERATIVE
2	2	0	2290125D5	FAILURE TO ABIDE BY MOVEMENT REQUIREMENTS FOR DEFECTIVE AUXILIARY LIGHTS
116	132	1	2290125D2	AUXILIARY LIGHTS NOT INSTALLED, MAINTAINED AND/OR OPERATED AS REQUIRED
3	3	0	2290125D1	LOCOMOTIVE NOT EQUIPPED WITH AUXILIARY LIGHTS WHEN REQUIRED (EFFECTIVE DECEMBER 31, 1997)
4	4	0	2290125C1	YARD LOCOMOTIVE HEADLIGHT DIMMER DEVICE IS NON-FUNCTIONAL
4	4	0	2290125B3	YARD LOCOMOTIVE HEADLIGHT INADEQUATE
4	4	0	2290125B2	YARD LOCOMOTIVE HEADLIGHT MISSING
24	28	0	2290125B1	YARD LOCOMOTIVE HEADLIGHT INOPERATIVE
15	15	0	2290125A3	ROAD LOCOMOTIVE HEADLIGHT INADEQUATE
5	5	0	2290125A2	ROAD LOCOMOTIVE HEADLIGHT MISSING
62	68	3	2290125A1	ROAD LOCOMOTIVE HEADLIGHT INOPERATIVE
90	99	2	2290123E1	PILOT, SNOWPLOW, END PLATE INSECURE
173	196	1	2290123D1	PILOT, SNOWPLOW, END PLATE HAVING LESS THAN 3" OR MORE THAN 6" CLEARANCE ATR
3	3	0	2290123C1	LOCOMOTIVE NOT EQUIPPED WITH END PLATE WHEN REQUIRED
2	2	0	2290123B1	LOCOMOTIVE NOT EQUIPPED WITH SNOWPLOW WHEN REQUIRED
3	3	1	2290123A1	LOCOMOTIVE NOT EQUIPPED WITH PILOT WHEN REQUIRED
51	51	0	2290119F1	FUSEE/TORPEDO CONTAINER MISSING/IMPROPER
983	1,064	20	2290119E1	CONTINUOUS BARRIER MISSING/IMPROPER
7	7	0	2290119D2	CAB TEMPERATURE IMPROPER
2	2	0	2290119D1	CAB VENTILATION IMPROPER
3,375	3,745	56	2290119C1	PASSAGEWAYS AND COMPARTMENTS, FLOORS HAZARDOUS
342	428	0	2290119B1	CAB WINDOWS DEFECTIVE
130	143	0	2290119A2	DOOR LATCH MISSING OR DEFECTIVE
238	289	0	2290119A1	CAB SEAT MISSING OR DEFECTIVE
1	1	0	2290117B1	SPEED INDICATOR NOT TESTED AFTER DEPARTURE AS REQUIRED
2	3	0	2290117A3	SPEED INDICATORS NOT READABLE FROM ENGINEERS NORMAL POSITION
17	17	5	2290117A2	SPEED INDICATORS INOPERATIVE/OTHERWISE DEFECTIVE
1	1	0	2290117A1	NOT EQUIPPED WITH SPEED INDICATOR AS REQUIRED FOR OPERATION
5	19	16	2290115B2	WHEEL SLIP/SLIDE DEVICE INOPERATIVE
4	4	0	2290115A2	WHEEL SLIP/SLIDE ALARM INOPERATIVE
1	1	0	2290115A1	WHEEL SLIP/SLIDE ALARM NON-EQUIPPED

2	2	0	2290101C1	ENGINE WHEEL SLIP/SLIDE IMPROPER WHEN REQUIRED
9	9	0	2290101A2	ENGINE ALARMS GAGES/SWITCHES/CONTROLS DEFECTIVE
32	32	0	2290101A1	ENGINE ALARMS GAGES/SWITCHES/CONTROLS INOPERATIVE
18	24	0	2290093C2	FUEL LINE SAFETY CUT-OFF DEVICE INOPERATIVE
152	201	1	2290093C1	FUEL LINE SAFETY CUT-OFF DEVICE IMPROPERLY MARKED
1	2	0	2290093B2	FUEL LINE SAFETY CUT-OFF DEVICE CANNOT BE RESET WITHOUT HAZARD
2	2	0	2290093A1	FUEL LINE SAFETY CUT-OFF DEVICE IMPROPERLY LOCATED
200	214	17	2290091E1	MOTORS/ GENERATORS HAVE AN ACCUMULATION OF OIL
7	7	0	2290091A1	MOTORS/GENERATORS SHORTED OR GROUNDED
19	19	0	2290089B3	BROKEN OR PROTRUDING STRANDS OF WIRE ON CABLE OR JUMPER
33	34	0	2290089B2	BROKEN PLUGS, RECEPTACLES OR TERMINALS ON CABLE JUMPER
107	110	0	2290089B1	CABLE BROKEN OR BADLY CHAFED INSULATION
383	396	15	2290089A1	JUMPERS AND CABLES IMPROPERLY LOCATED OR GUARDED
4	5	0	2290087C1	HAND-OPERATED SWITCHES IMPROPERLY MARKED
2	2	0	2290087A1	HAND-OPERATED SWITCHES IMPROPERLY COVERED
243	359	1	2290085A1	HIGH-VOLTAGE EQUIPMENT DOOR AND COVER PLATES NOT PROPERLY MARKED 'DANGER'
53	64	1	2290083A1	UNGUARDED NON-CURRENT-CARRYING METAL PARTS IMPROPERLY GROUNDED OR INSULATED
3	3	0	2290081B1	THIRD-RAIL SHOE INSULATING DEVICE MISSING OR DEFECTIVE
2	5	0	2290075K4	WHEEL PLATE WITH CRACK OR BREAK
12	27	3	2290075K3	WHEEL RIM WITH CRACK OR BREAK
111	242	55	2290075K2	WHEEL TREAD WITH CRACK OR BREAK
5	5	0	2290075K1	WHEEL FLANGE WITH CRACK OR BREAK
1	6	0	2290075J3	RIM THICKNESS LESS THAN 3/4" IN ROAD SERVICE
1	2	2	2290075J2	RIM THICKNESS LESS THAN 15/16" IN ROAD SERVICE
1	2	0	2290075I1	TIRE LESS THAN 1 1/2" THICK
1	2	0	2290075H2	FLANGE IS 1 5/8" OR MORE FROM THE TREAD TO TOP OF FLANGE
8	10	3	2290075H1	FLANGE IS 1 1/2" OR MORE FROM THE TREAD TO TOP OF FLANGE
1	1	0	2290075F2	WHEEL FLANGE 13/16" OR LESS AT 3/8" ABOVE THE TREAD
9	12	7	2290075F1	WHEEL FLANGE 7/8" OR LESS AT 3/8" ABOVE THE TREAD
6	7	0	2290075D1	WHEEL HAS SHELLED-OUT SPOT 2 1/2" OR MORE IN LENGTH
5	5	1	2290075A3	WHEEL HAS A SINGLE SPOT 3" OR MORE IN LENGTH
4	4	1	2290075A1	WHEEL SLID FLAT SPOT 2 1/2" OR MORE IN LENGTH
3	3	1	2290073B3	WHEEL SETS OTHERWISE DEFECTIVE
4	4	1	2290073B2	WHEEL SETS DIAMETER OVER 1 1/4" VARIATION BETWEEN ANY 2 WHEELS OF 3 AXLE TRUCK
13	14	2	2290073B1	WHEEL SETS DIAMETER OVER 3/4" VARIATION BETWEEN ANY 2 WHEELS OF 3 AXLE TRUCK
1	1	0	2290073A1	WHEEL SETS CIRCUMFERENCE VARIATION IMPROPER
25	26	0	2290071A1	CLEARANCE ABOVE TOP OR RAIL LESS THAN 2 1/2"
9	10	0	2290069B3	SIDE BEARINGS OTHERWISE DEFECTIVE
16	18	0	2290069B2	SIDE BEARINGS CLEARANCE EXCESSIVE
28	31	0	2290069B1	SIDE BEARINGS IN CONTACT
24	27	1	2290067C5	TRUCK COMPONENTS - OTHER (EXPLAIN)
11	16	3	2290067C4	TRUCK COMPONENTS MISSING
18	24	3	2290067C3	TRUCK COMPONENTS BROKEN

8	9	0	2290067C2	TRUCK COMPONENTS CRACKED
64	84	2	2290067C1	TRUCK COMPONENTS LOOSE
38	50	0	2290067B1	TRUCK SAFETY SECUREMENT NOT SATISFACTORY
55	55	3	2290065C4	SHOCK ABSORBER INOPERATIVE/LEAKING
25	25	2	2290065C3	SHOCK ABSORBER BROKEN
1	1	0	2290065C2	SHOCK ABSORBER CRACKED
100	122	0	2290065C1	SHOCK ABSORBER LOOSE
4	4	1	2290065B8	CRACKED/BROKEN EQUALIZER, HANGER, BOLT, GIB OR PIN
1	1	0	2290065B7	COIL SPRING FULLY COMPRESSED
7	7	0	2290065B5	COIL SPRING BROKEN
3	3	0	2290065B4	COIL SPRING DEFECTIVE
1	1	0	2290065B2	ELLIPTICAL SPRING BROKEN
10	10	0	2290065B1	ELLIPTICAL SPRING DEFECTIVE
1	4	0	2290065A4	SAFETY HANGERS MISSING
3	3	0	2290065A1	SAFETY HANGERS LOOSE
1	1	0	2290064C1	PLAIN BEARING OTHER
6	22	0	2290064A1	PLAIN BEARINGS NO OIL
1	1	0	2290063A4	LATERAL MOTION FRICTION BEARING AXLES 1" OR MORE
4	6	0	2290063A2	LATERAL MOTION POWERED AXLES 3/4" OR MORE
1	1	0	2290061B5	DRAFT GEAR PIN RETAINER BROKEN/MISSING
7	7	1	2290061B4	BROKEN DRAFT GEAR
21	21	1	2290061B2	BROKEN OR CRACKED COUPLER CARRIER
7	8	0	2290061B1	DRAFT SYSTEM FREE SLACK EXCEEDS 1/2"
124	133	0	2290061A6	COUPLER WITH NO ANTI-CREEP PROTECTION
12	12	0	2290061A5	COUPLER BROKEN
11	11	1	2290061A4	COUPLER CRACKED OUTSIDE SHADED AREA
73	84	2	2290061A3	CONTOUR EXCEEDS 5 5/16" ON D AND E COUPLERS OR PRESCRIBED CONTOURS FOR OTHER TYPE COUPLERS (EXPLAIN)
53	54	3	2290061A2	CONTOUR EXCEEDS 5 1/8" ON STANDARD COUPLERS
208	217	1	2290061A1	DEFECTIVE COUPLER
23	23	0	2290059E1	AIR BRAKE SYSTEM LEAKAGE OTHER
2	2	0	2290059D1	AIR BRAKE SYSTEM LEAKAGE CONTROL AIR RESERVOIR
26	26	0	2290059C1	AIR BRAKE SYSTEM LEAKAGE BRAKE CYLINDERS
57	57	4	2290059B1	AIR BRAKE SYSTEM LEAKAGE BRAKE PIPE
33	33	0	2290059A1	AIR BRAKE SYSTEM LEAKAGE MAIN AIR RESERVOIR AND RELATED PIPING
637	958	10	2290057G1	FOUNDATION BRAKE GEAR OTHER/NOT ALIGNED TO WHEEL TREAD
22	29	0	2290057F1	FOUNDATION BRAKE GEAR IMPROPERLY APPLIED
87	111	1	2290057E1	FOUNDATION BRAKE GEAR INSECURE
48	66	0	2290057D1	FOUNDATION BRAKE GEAR WORN MORE THAN 30 PERCENT
20	33	0	2290057C1	FOUNDATION BRAKE GEAR MISSING
20	32	0	2290057B1	FOUNDATION BRAKE GEAR BROKEN
5	6	0	2290055A3	BRAKE CYLINDER PRESSURE IMPROPER
639	998	128	2290055A2	PISTON TRAVEL EXCESSIVE
11	14	0	2290055A1	BRAKE SHOE WILL NOT CLEAR WHEEL RELEASED

16	18	1	2290053D1	BRAKE GAUGES OTHER
69	70	12	2290053C1	BRAKE GAUGES DEFECTIVE
5	5	0	2290053B1	BRAKE GAUGES INOPERATIVE
1	1	0	2290053A1	BRAKE GAUGES IMPROPERLY LOCATED
21	21	1	2290049B2	AIR COMPRESSOR GOVERNOR OTHER
43	44	0	2290049B1	AIR COMPRESSOR GOVERNOR DEFECTIVE
5	5	0	2290049A4	CONTROL AIR SYSTEM IMPROPERLY APPLIED
14	14	0	2290049A3	CONTROL AIR SYSTEM MISSING OR DEFECTIVE
31	31	1	2290049A2	MAIN RESERVOIR SAFETY VALVE DEFECTIVE
3	3	0	2290047B4	EMERGENCY BRAKE VALVE IMPROPERLY STENCILED OR MARKED ON MU EQUIPMENT
50	50	0	2290047A4	EMERGENCY BRAKE VALVE IMPROPERLY STENCILED OR MARKED ON ROAD LOCOMOTIVE
1	1	0	2290047A3	EMERGENCY BRAKE VALVE IMPROPERLY POSITIONED ON ROAD LOCOMOTIVE
14	14	0	2290047A2	EMERGENCY BRAKE VALVE DEFECTIVE ON ROAD LOCOMOTIVE
5	5	0	2290047A1	EMERGENCY BRAKE VALVE MISSING ON ROAD LOCOMOTIVE
724	880	4	2290046F1	OTHER BRAKE DEFECTS
644	688	0	2290046E1	WATER AND OIL NOT DRAINED FROM AIR BRAKE SYSTEM
21	21	2	2290046D1	DEVICES FOR REGULATING BRAKE PRESSURE DEFECTIVE
13	13	0	2290046C1	INDEPENDENT BRAKE VALVE DEFECTIVE
15	18	5	2290046B1	AUTOMATIC BRAKE VALVE DEFECTIVE
15	17	1	2290046A1	BRAKES INOPERATIVE
21	24	0	2290045F2	SAFETY APPLIANCE BROKEN
121	133	0	2290045F1	SAFETY APPLIANCE BENT
124	141	1	2290045E9	OTHER CRACKED/BROKEN/WORN ETC
7	9	0	2290045E8	FUEL OIL TANKS CRACKED/BROKEN/WORN ETC
29	41	0	2290045E7	TRACTION MOTOR GEAR CASES CRACKED/BROKEN/WORN ETC
3	5	0	2290045E6	THIRD RAIL BEAMS CRACKED/BROKEN/WORN ETC
1	1	0	2290045E1	QUILL DRIVES CRACKED/BROKEN/WORN ETC
373	436	4	2290045D8	IMPROPER FUNCTIONING OTHER
1	1	0	2290045D7	IMPROPER FUNCTIONING FUSES
21	21	0	2290045D6	IMPROPER FUNCTIONING SWITCHES
4	4	0	2290045D5	IMPROPER FUNCTIONING RELAYS
3	3	0	2290045D4	IMPROPER FUNCTIONING CONTRACTORS
1	1	0	2290045D3	IMPROPER FUNCTIONING CIRCUIT BREAKERS
4	4	0	2290045D1	IMPROPER FUNCTIONING SLACK ADJUSTERS
247	261	2	2290045C1	EXCESSIVE ACCUMULATION OF OIL ON ELECTRICAL EQUIPMENT
40	42	0	2290045B5	HAZARDOUS LEAKS OTHER
41	41	0	2290045B3	HAZARDOUS LEAKS WATER
1,090	1,269	33	2290045B2	HAZARDOUS LEAKS OIL
389	532	10	2290045B1	HAZARDOUS LEAKS FUEL
1,862	2,366	27	2290045A4	DEFECTIVE/INSECURE OTHER
74	77	2	2290045A3	DEFECTIVE/INSECURE FUEL TANKS
149	161	5	2290045A2	DEFECTIVE/INSECURE TRACTION MOTORS AND MOTOR GEAR CASES
5	5	0	2290045A1	DEFECTIVE/INSECURE THIRD RAIL SHOES OR BEAMS
12	24	0	2290043B1	BATTERIES DEFECTIVE ALLOWING GASES TO ESCAPE

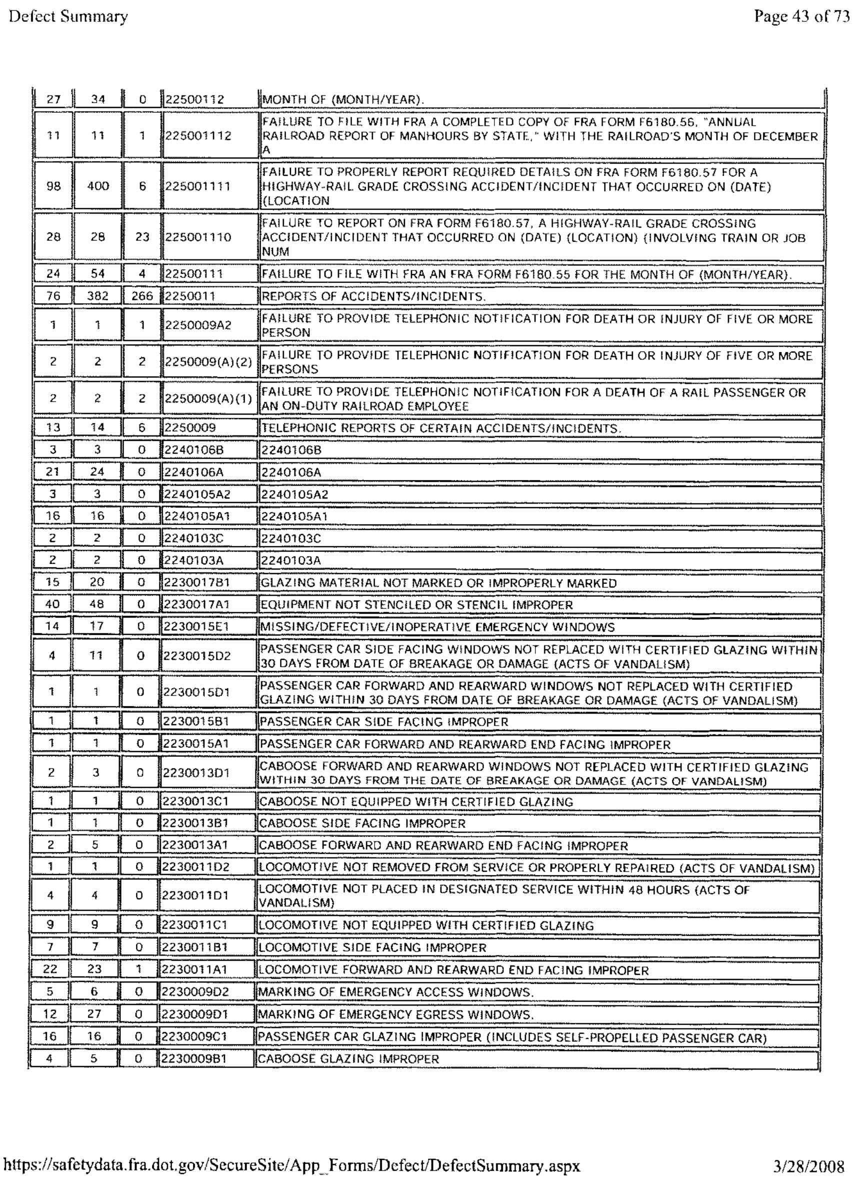
36	38	3	2290043A3	EXHAUST GASES ENTERING CAB OR OTHER COMPARTMENTS
331	362	23	2290043A2	EXHAUST MANIFOLD DEFECTIVE ALLOWING GASES TO ESCAPE
28	28	0	2290043A1	EXHAUST STACKS IMPROPER HEIGHT CAUSING GASES TO BE IMPROPERLY DISPOSED
202	212	2	2290041E1	PERSONAL INJURY PROTECTION DEFECT/NOT PROVIDED, SWITCHES, CIRCUIT BREAKERS, CONTRACTORS, ETC.
297	312	4	2290041D1	PERSONAL INJURY PROTECTION DEFECTIVE/NOT PROVIDED, HIGH-VOLTAGE EQUIPMENT
241	257	11	2290041C1	PERSONAL INJURY PROTECTION DEFECTIVE/NOT PROVIDED, EXPOSED MOVING PARTS OF MACHINERY
151	155	4	2290041B1	PERSONAL INJURY PROTECTION DEFECTIVE/NOT PROVIDED, EXPOSED GEARS AND PINIONS
51	59	0	2290041A1	PERSONAL INJURY PROTECTION DEFECTIVE/NOT PROVIDED, FAN OPENINGS
16	16	0	2290033B1	OUT-OF-USE CREDIT IMPROPERLY RECORDED
9	9	1	2290033A1	OUT-OF-USE CREDIT NOT VALID
6	7	3	2290031C1	MAIN RESERVOIR NOT DRILLED
1	1	0	2290031B1	MAIN RESERVOIR HAMMER TEST NOT MADE
1	1	0	2290031A1	MAIN RESERVOIR HYDROSTATIC TEST NOT MADE
5	5	2	2290029A4	FAILURE TO PROPERLY RECORD BIENNIAL AIR TEST INSPECTION ON CARRIERS MAINTENANCE FILES
8	8	0	2290029A3	FAILURE TO PROPERLY RECORD BIENNIAL AIR TESTS INSPECTION ON FRA FORM F 6180.49A
7	7	0	2290029A2	FAILURE TO PROPERLY RECORD AIR BRAKE INSPECTION INFORMATION
51	56	7	2290029A1	FAILURE TO CLEAN/REPAIR/TEST AIR SYSTEM AS REQUIRED AT BIENNIAL TEST
11	11	0	2290027B3	LOAD METER TEST DATA NOT ON FORM F6180.49A
8	8	0	2290027B1	LOAD METERS NOT TESTED AT ANNUAL TEST
8	8	0	2290027A9	FAILURE TO PROPERLY RECORD AIR BRAKE INSPECTION INFORMATION ON AIR RECORD
12	12	2	2290027A8	FAILURE TO RECORD AIR BRAKE INSPECTION INFORMATION ON FORM F6180.49A AT ANNUAL TEST
26	28	4	2290027A7	FAILURE TO PERFORM ALL ANNUAL TESTS LISTED IN CFR 229.027(A2)
53	54	2	2290027A6	FAILURE PROPERLY TO CLEAN, REPAIR OR REPLACE RELATED DIRT COLLECTORS AND FILTERS
1	1	0	2290027A4	FAILURE PROPERLY TO CLEAN, REPAIR OR REPLACE MAIN AIR RESERVOIR SAFETY VALVES
2	2	0	2290027A2	FAILURE PROPERLY TO CLEAN, REPAIR OR REPLACE AIR SYSTEM AS REQUIRED DURING ANNUAL TEST
9	9	1	2290027A1	FAILURE TO CLEAN, REPAIR/REPLACE MAIN AIR RESERVOIR FILTER/COLLECT DEVICES ON ANNUAL TEST
6	8	1	2290025E5	FAILURE TO MAINTAIN CURRENT DATA VERIFICATION RECORD WITH LOCOMOTIVE MAINTENANCE RECORDS
4	4	0	2290025E3	FAILURE TO TEST EVENT RECORDER FOR MINIMUM REQUIREMENTS PRIOR TO PERFORMING MAINTENANCE
9	9	0	2290025E2	FAILURE TO MAINTAIN WRITTEN COPY OF EVENT RECORDER INSPECTION, MAINTENANCE AND TESTING PROCEDURES AT POINT WERE WORK IS PERFORMED
2	2	0	2290025E1	EVENT RECORDER NOT INSPECTED, MAINTAINED, TESTED IN ACCORDANCE WITH MANUFACTURER, SUPPLIER OR OWNER INSTRUCTIONS
1	1	0	2290025D3	SAFETY VALVES NOT PROPERLY SET AND TESTED AT PERIODIC INSPECTION
1	1	0	2290025D1	STEAM GENERATOR AUTOMATIC CONTROLS, ALARMS/PROTECT DEVICES NOT INSPECTED/TESTED/DEFECTIVE
3	3	0	2290025B1	ELECTRICAL INSPECTION NOT MADE AT TIME OF PERIODIC INSPECTION
21	21	2	2290025A1	GAUGES NOT INSPECTED AT TIMES OF PERIODIC INSPECTION
2	2	0	2290023F2	SECONDARY FORM F 6180.49A NOT RETAINED FOR ONE YEAR
12	12	0	2290023F1	SECONDARY FORM F 6180.49A NOT RETAINED OR ON FILE

10	10	0	2290023E2	FORM F 6180.49A FROM PREVIOUS YEAR NOT RETAINED BY THE RAILROAD FOR ONE YEAR
17	17	0	2290023E1	FORM F 6180.49A NOT REPLACED BY APRIL 2
136	137	0	2290023D4	TRANSPARENT COVER MISSING OR BROKEN
45	45	0	2290023D3	FORM F 6180.49A NOT DISPLAYED UNDER TRANSPARENT COVER
298	337	8	2290023D2	FORM F 6180.49A IMPROPERLY MADE OUT
51	51	3	2290023D1	FORM F 6180.49A MISSING
31	36	3	2290023A6	DEFECTS NOTED FOLLOWING A PERIODIC INSPECTION (EXPLAIN)
5	5	1	2290023A4	PERIODIC INSPECTION MADE WITH NO FACILITIES AVAILABLE
11	11	0	2290023A3	ENTIRE BOTTOM SIDE OF LOCOMOTIVE CANNOT BE SAFELY INSPECTED DURING PERIODIC INSPECTION
78	158	61	2290023A1	PERIODIC INSPECTION NOT MADE TO LOCOMOTIVE WITHIN 92 DAYS
6	6	0	2290021C1	FAILURE TO USE QUALIFIED PERSON TO MAKE DAILY INSPECTION
6	19	0	2290021B3	MU DAILY INSPECTION REPORT NOT PROPERLY MADE OUT
1	1	0	2290021B2	FAILURE TO MAKE WRITTEN REPORT OF MU DAILY INSPECTION
1	1	0	2290021A9	FAILURE TO REPORT NON-COMPLYING LOCOMOTIVE SANITATION COMPARTMENT DEFECTS ON ELECTRONIC FORM
120	191	2	2290021A8	FAILURE TO MAINTAIN WRITTEN RECORD ON LOCOMOTIVE INDICATING PREVIOUS DAILY INSPECTION PLACE, DATE AND TIME
93	348	43	2290021A6	DAILY INSPECTION REPORT NOT RETAINED FOR 92 DAYS
316	734	21	2290021A5	DEFECTS REPORTED AND NOT REPAIRED
80	133	1	2290021A4	DEFECTS NOT REPORTED ON DAILY INSPECTION
394	1,382	0	2290021A3	DAILY INSPECTION REPORT WRITTEN/ELECTRONIC IMPROPERLY MADE OUT
380	1,864	94	2290021A2	FAILURE TO MAKE WRITTEN/ELECTRONIC REPORT OF DAILY INSPECTION
364	781	6	2290021A1	DAILY LOCOMOTIVE INSPECTION OVERDUE
3	3	0	2290019A1	FAILURE TO FILE FOR PRIOR WAIVER
11	18	0	2290013A1	FAILURE TO RESPOND TO CONTROLLING LOCOMOTIVE
12	15	0	2290011B1	LOCOMOTIVE NUMBER MISSING
76	88	0	2290011A1	LETTER "F" MISSING
79	79	7	2290009A1	FAILURE TO MEET CONDITIONS FOR MOVEMENT TO REPAIR
238	253	31	2290007A1	LOCOMOTIVE NOT IN PROPER CONDITION AND SAFE TO OPERATE
8	29	23	2280019A7	THE RAILROAD FAILED TO REPORT TO THE FRA WITHIN 30 DAYS OF THE CLOSE OF THE MONTH OF OCCURRENCE ALL INSTANCES OF A SIGNAL EMPLOYEE BEING ON DUTY FOR M
1	3	0	2280019A5	THE RAILROAD FAILED TO REPORT TO THE FRA WITHIN 30 DAYS OF THE CLOSE OF THE MONTH OF OCCURRENCE ALL INSTANCES OF A DISPATCHING SERVICE EMPLOYEE BEING
18	30	16	2280019A1	THE RAILROAD FAILED TO REPORT TO THE FRA WITHIN 30 OF THE CLOSE OF THE MONTH OF OCCURRENCE ALL INSTANCES WHEN A TRAIN EMPLOYEE, INCLUDING A HOSTLER IS
1	1	0	2280017A9	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE DIRECTION OF MOVEMENT AND THE TIME EACH TRAIN PASSED ALL REPORTING ST
1	1	0	2280017A7	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE STATION NAMES AND THE OFFICE DESIGNATION FOR THE DISPATCHING DISTRICT
4	57	0	2280017A6	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE IDENTIFICATION OF TRAIN AND ENGINES BEING DISPATCHED ON OR OVER THE D
3	29	0	2280017A5	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE IDENTIFICATION OF ENGINEMEN AND CONDUCTORS AND THEIR TIMES ON DUTY FO
25	119	1	2280017A4	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE WEATHER CONDITIONS AT 6-HOUR INTERVALS FOR THE DISTRICT OVER WHICH TR
25	452	0	2280017A3	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE IDENTIFICATION OF THE DISPATCHERS AND THEIR DUTY TIMES INVOLVED IN KE

2	2	0	2280017A2	THE RAILROAD FAILED INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE LOCATION OF THE DISPATCHING OFFICE AND THE DATE OF THE RECORD. (USE WHE
9	11	2	2280017A11	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS A BRIEF DESCRIPTION OF THE UNUSUAL EVENTS AFFECTING THE MOVEMENT OF TRAIN
2	22	1	2280017A10	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE ARRIVAL AND DEPARTURE TIMES OF TRAINS AT ALL REPORTING STATIONS ON TH
8	16	0	2280017A1	THE RAILROAD FAILED TO INCLUDE IN EACH DISPATCHERS RECORD OF TRAIN MOVEMENTS THE IDENTIFICATION OF TIMETABLE IN EFFECT ON THAT DISTRICT. (USE WHEN TH
2	101	1	2280017A	THE RAILROAD FAILED TO KEEP A RECORD, FOR EACH DISPATCHING DISTRICT, OF THE TRAIN MOVEMENTS MADE UNDER THE DIRECTION AND CONTROL OF A DISPATCHER WHO U
2	19	0	2280011A4	THE RAILROAD FAILED TO MAINTAIN A RECORD OF EACH EMPLOYEES NUMBER OF CONSECUTIVE HOURS OFF DUTY PRIOR TO GOING ON DUTY. (USE WHEN THE PRIOR TIME OFF
18	84	0	2280011A3	THE CARRIER FAILED TO MAINTAIN AN EMPLOYEES HOURS OF DUTY RECORD THAT CONTAINS THE TOTAL TIME ON DUTY IN ALL OCCUPATIONS. (USE WHEN THE TOTAL TIME ON
13	40	0	2280011A2	THE CARRIER FAILED TO MAINTAIN AN HOURS OF DUTY RECORD THAT CONTAINS THE PLACE, DATE, AND BEGINNING AND ENDING TIME FOR HOURS OF DUTY IN EACH OCCUPATI
5	12	0	2280011A1	THE CARRIER FAILED TO MAINTAIN AN HOURS OF DUTY RECORD THAT CONTAINS THE IDENTIFICATION OF THE EMPLOYEE. (USE WHEN THE IDENTIFICATION OF THE EMPLOYEE
1	2	0	2280011A	THE CARRIER FAILED TO KEEP A RECORD OF THE HOURS OF DUTY FOR EACH EMPLOYEE. (USE WHEN THE ENTIRE RECORD IS MISSING.)
637	3,817	201	2280011	HOURS OF SERVICE DUTY RECORDS.
10	19	2	2280009A3	THE RAILROAD FAILED TO MAKE AVAILABLE EMPLOYEE HOURS OF DUTY RECORDS FOR INSPECTION BY FRA DURING REGULAR BUSINESS HOURS. (USE WHEN RECORDS CUSTODIAN
13	807	5	2280009A2	THE RAILROAD FAILED TO RETAIN EMPLOYEE HOURS OF DUTY RECORDS FOR A PERIOD OF 2 YEARS. (USE WHEN RECORDS HAVE BEEN PURGED OR DESTROYED.)
104	325	106	2280009A1	THE RAILROAD FAILED TO MAINTAIN HOURS OF DUTY RECORDS SIGNED BY THE EMPLOYEE WHOSE TIME IS RECORDED OR, FOR TRAIN CREWS, SIGNED BY THE RANKING EMPLOYE
18	18	18	2250033A1	FAILURE OF A RAILROAD TO FOLLOW THE POLICY STATEMENT OF ITS INTERNAL CONTROL PLAN BY PERMITTING OR ALLOWING AN EMPLOYEE, SUPERVISOR, MANAGER OR OFFICE
1	1	0	2250033A	FAILURE FOR RAILROAD TO ADOPT AND COMPLY WITH A WRITTEN INTERNAL CONTROL PLAN, AND MAINTAIN IT AT THE OFFICE WHERE THE RAILROAD'S REPORTING OFFICER CO
6	6	0	22500333(A)	FAILURE OF RAILROAD TO AMEND ITS INTERNAL CONTROL PLAN, AS NECESSARY, TO REFLECT ANY SIGNIFICANT CHANGES TO THE RAILROAD'S INTERNAL REPORTING PROCEDUR
6	6	0	22500331A2	FAILURE OF A RAILROAD TO PROPERLY DISSEMINATE THE POLICY STATEMENT AND COMPLAINT PROCEDURE OF ITS INTERNAL CONTROL PLAN TO ALL EMPLOYEES
6	12	1	22500331A	FAILURE OF RAILROAD TO ADOPT AND COMPLY WITH A WRITTEN INTERNAL CONTROL PLAN THAT CONSISTS OF ALL TEN COMPONENTS, AND MAINTAIN IT AT THE OFFICE WHERE
5	19	0	22500331(A)(2)	FAILURE OF A RAILROAD TO PROPERLY DISSEMINATE THE POLICY STATEMENT AND COMPLAINT PROCEDURE OF ITS INTERNAL CONTROL PLAN TO ALL EMPLOYEES.
13	14	0	22500331(A)	FAILURE OF RAILROAD TO ADOPT AND COMPLY WITH A WRITTEN INTERNAL CONTROL PLAN THAT CONSISTS OF ALL TEN COMPONENTS, AND MAINTAIN IT AT THE OFFICE WHERE
6	6	1	2250033(A)(9)	FAILURE OF A RAILROAD TO MAINTAIN A COPY OF THE MOST RECENT AUDIT OF THE PERFORMANCE OF THE REPORTING FUNCTION.
1	1	0	2250033(A)(2)	FAILURE OF A RAILROAD TO FOLLOW THE POLICY STATEMENT AND COMPLAINT PROCEDURES OF ITS INTERNAL CONTROL PLAN BY NOT SUFFICIENTLY DISCIPLINING ANY EMPLOY
15	16	13	2250033(A)(1)	FAILURE OF A RAILROAD TO FOLLOW THE POLICY STATEMENT OF ITS INTERNAL CONTROL PLAN BY PERMITTING OR ALLOWING AN EMPLOYEE, SUPERVISOR, MANAGER OR OFFICE
20	23	1	2250033(A)	FAILURE FOR RAILROAD TO ADOPT AND COMPLY WITH A WRITTEN INTERNAL CONTROL PLAN, AND MAINTAIN IT AT THE OFFICE WHERE THE RAILROAD'S REPORTING OFFICER CO
12	12	5	2250033	INTERNAL CONTROL PLANS.

1	6	0	2250027(B)	FAILURE TO RETAIN A DUPLICATE COPY OF EACH FORM THAT IT SUBMITS TO FRA IN ITS MONTHLY ACCIDENT/INCIDENT REPORT SUBMISSIONS FOR AT LEAST 2 YEARS AFTER
64	68	9	2250025H	FAILURE TO POST A LISTING OF ALL INJURIES AND OCCUPATIONAL ILLNESSES TO EMPLOYEES AS REPORTED TO FRA, WITHIN 30 DAYS AFTER THE EXPIRATION OF THE MONTH
3	5	1	2250025F	FAILURE TO ENTER THE REQUIRED INFORMATION ON FRA FORM F6180.98, OR AN ALTERNATIVE RAILROAD-DESIGNED EQUIVALENT RECORD, FOR AN ACCOUNTABLE OR REPORTABL
3	3	0	2250025E	FAILURE OF THE ALTERNATIVE RAILROAD-DESIGNED RECORD, USED IN LIEU OF FRA FROM F6180.97, TO CONTAIN ALL OF THE INFORMATION REQUIRED BY 225.25(E)(1) TH
1	4	0	2250025D	FAILURE TO MAINTAIN A COPY OF FRA FORM F6180.97, OR AN ALTERNATIVE RAILROAD-DESIGNED EQUIVALENT RECORD, FOR AN ACCOUNTABLE OR REPORTABLE RAIL EQUIPMEN
1	1	0	2250025C	FAILURE TO PROVIDE THE EMPLOYEE, UPON REQUEST, A COPY OF FRA FORM F6180.98, OR THE RAILROAD'S ALTERNATIVE RAILROAD-DESIGNATED EQUIVALENT RECORD, AND A
8	8	6	2250025B	FAILURE OF THE ALTERNATIVE RAILROAD-DESIGNED RECORD, USED IN LIEU OF FRA FROM F6180.98, TO CONTAIN ALL OF THE INFORMATION REQUIRED BY 225.25(B)(1) TH
1	14	0	2250025A	FAILURE TO MAINTAIN A COPY OF FRA FORM F6180.98, OR AN ALTERNATIVE RAILROAD-DESIGNED EQUIVALENT RECORD, FOR AN ACCOUNTABLE OR REPORTABLE CASUALTY TO E
2	2	0	22500254(H)	FAILURE TO MAKE REFERENCE ON THE LISTING OF INJURIES AND OCCUPATIONAL ILLNESSES TO THE FACT THAT THERE WERE NO REPORTABLE INJURIES OR OCCUPATIONAL ILL
1	1	0	22500253H	FAILURE OF THE LISTING OF EMPLOYEE INJURIES AND OCCUPATIONAL ILLNESSES REPORTED TO FRA TO CONTAIN ALL OF THE INFORMATION REQUIRED BY 225.25(H)(1) THR
2	2	0	22500253(H)	FAILURE OF THE LISTING OF EMPLOYEE INJURIES AND OCCUPATIONAL ILLNESSES REPORTED TO FRA TO CONTAIN ALL OF THE INFORMATION REQUIRED BY 225.25(H)(1) THR
3	3	0	22500252(H)	FAILURE TO DISPLAY IN DATE SEQUENCE THE INJURIES AND ILLNESSES SUSTAINED BY EMPLOYEES, ON THE LISTING OF ALL INJURIES AND OCCUPATIONAL ILLNESSES REPOR
51	54	0	22500251H	FAILURE TO POST A CURRENT AND COMPLETE LISTING OF ALL EMPLOYEE INJURIES AND OCCUPATIONAL ILLNESSES REPORTED TO FRA FOR THE PAST CONSECUTIVE TWELVE MON
16	18	13	22500251F	FAILURE TO ENTER THE REQUIRED INFORMATION ON FRA FORM F6180.97, OR AN ALTERNATIVE RAILROAD-DESIGNED EQUIVALENT RECORD, FOR AN ACCOUNTABLE OR REPORTABL
1	1	1	22500251E	FAILURE OF THE ALTERNATIVE RAILROAD-DESIGNED RECORD, USED IN LIEU OF FRA FORM F6180.97, TO HAVE THE ORDER OF INFORMATION CONSISTENT FROM ONE SUCH RECO
69	71	2	22500251(H)	FAILURE TO POST A CURRENT AND COMPLETE LISTING OF ALL EMPLOYEE INJURIES AND OCCUPATIONAL ILLNESSES REPORTED TO FRA FOR THE PAST CONSECUTIVE TWELVE MON
1	1	0	22500251(G)	FAILURE OF THE RAILROAD MAINTAINING FRA FORMS F6180.98, OR AN ALTERNATIVE RAILROAD-DESIGNED EQUIVALENT RECORDS, AT A CENTRALIZED LOCATION THROUGH ELEC
34	37	4	22500251(F)	FAILURE TO ENTER THE REQUIRED INFORMATION ON FRA FORM F6180.97, OR AN ALTERNATIVE RAILROAD-DESIGNED EQUIVALENT RECORD, FOR AN ACCOUNTABLE OR REPORTABL
1	1	0	2250025(I)(3)	FAILURE TO INDICATE IN THE NARRATIVE BLOCK OF FORM FRA F 6180.107, OR ON THE ALTERNATIVE RAILROAD-DESIGNED RECORD, THE REASONS THE RAILROAD DETERMINED
324	361	12	2250025(H)	FAILURE TO POST A LISTING OF ALL INJURIES AND OCCUPATIONAL ILLNESSES TO EMPLOYEES AS REPORTED TO FRA, WITHIN 30 DAYS AFTER THE EXPIRATION OF THE MONTH
20	20	0	2250025(G)	FAILURE OF THE RAILROAD MAINTAINING FRA FORMS F6180.98, OR AN ALTERNATIVE RAILROAD-DESIGNED EQUIVALENT RECORDS, AT A CENTRALIZED LOCATION BUT NOT THRO
27	52	20	2250025(F)	FAILURE TO ENTER THE REQUIRED INFORMATION ON FRA FORM F6180.98, OR AN ALTERNATIVE RAILROAD-DESIGNED EQUIVALENT RECORD, FOR AN ACCOUNTABLE OR REPORTABL
54	665	0	2250025(E)	FAILURE OF THE ALTERNATIVE RAILROAD-DESIGNED RECORD, USED IN LIEU OF FRA FROM F6180.97, TO CONTAIN ALL OF THE INFORMATION REQUIRED BY 225.25(E)(1) TH
27	56	17	2250025(D)	FAILURE TO MAINTAIN A COPY OF FRA FORM F6180.97, OR AN ALTERNATIVE RAILROAD-DESIGNED EQUIVALENT RECORD, FOR AN ACCOUNTABLE OR REPORTABLE RAIL EQUIPMEN

25	28	5	2250025(B)	FAILURE OF THE ALTERNATIVE RAILROAD-DESIGNED RECORD, USED IN LIEU OF FRA FROM F6180.98, TO CONTAIN ALL OF THE INFORMATION REQUIRED BY 225.25(B)(1) TH
10	15	2	2250025(A)	FAILURE TO MAINTAIN A COPY OF FRA FORM F6180.98, OR AN ALTERNATIVE RAILROAD-DESIGNED EQUIVALENT RECORD, FOR AN ACCOUNTABLE OR REPORTABLE CASUALTY TO E
30	170	131	2250025	RECORDKEEPING.
1	1	0	2250021	FORMS.
2	2	2	22500137	FAILURE TO PROMPTLY REVIEW AN EMPLOYEE'S STATEMENT SUBMITTED TO THE RAILROAD ON FRA FORM F6180.78, MAKE ALL JUSTIFIED REVISIONS TO EACH OF THE AFFECTE
3	3	1	22500134	FAILURE TO PROVIDE A LETTER OF EXPLANATION TO FRA CONCERNING THE REASON FOR LATE REPORTING OF A REPORTABLE CASUALTY TO PERSON INVOLVING (NAME) (OCCUP
1	1	0	22500133	FAILURE TO REPORT ON FRA FORM F6180.57 WITHIN 30 DAYS AFTER THE EXPIRATION OF THE MONTH DURING WHICH THE ACCIDENT/INCIDENT OCCURRED, A HIGHWAY-RAIL GR
1	1	0	22500132	FAILURE TO REPORT ON FRA FORM F6180.54 WITHIN 30 DAYS AFTER THE EXPIRATION OF THE MONTH DURING WHICH THE ACCIDENT/INCIDENT OCCURRED, A REPORTABLE RAIL
25	50	46	22500131	FAILURE TO REPORT ON FRA FORM F6180.55A WITHIN 30 DAYS AFTER EXPIRATION OF THE MONTH DURING WHICH THE REPORTABLE CASUALTY OCCURRED, INVOLVING (NAME) (
103	167	165	2250013	LATE REPORTS.
1	1	0	2250012B1	FAILURE TO ENSURE THAT FRA FORM F6180.78 HAS NOT BEEN SENT OR HAND DELIVERED TO AN EMPLOYEE WHEN A FORMAL INVESTIGATION HAS BEEN SCHEDULED BUT HAS NOT
6	13	9	2250012B(2)(I)	FAILURE TO PROVIDE IDENTIFIED EMPLOYEE WITH FRA FORM F6180.78 AND OTHER FORMS RELATING TO THE HUMAN FACTOR CAUSED REPORTABLE RAIL EQUIPMENT ACCIDENT/I
2	2	2	22500122(A)	FAILURE TO ENSURE AN EMPLOYEE HAS NOT BEEN IDENTIFIED ON FRA FORM F6180.81 WHEN A FORMAL INVESTIGATION HAS BEEN SCHEDULED BUT NOT BEEN CONCLUDED PRIOR
2	2	0	225001213	FAILURE TO FILE WITH FRA A COMPLETE AND ACCURATE COPY OF FRA FORM F6180.56, "ANNUAL RAILROAD REPORT OF MANHOURS BY STATE," WITH THE RAILROAD'S MONTH O
2	2	0	22500121(A)	FAILURE TO IDENTIFY ON FRA FORMS F6180.81, AN EMPLOYEE WHO COMMITTED AN ACT OR OMISSION TO HAVE CAUSED A REPORTABLE RAIL EQUIPMENT ACCIDENT/INCIDENT,
3	3	1	2250012(B)(1)	FAILURE TO ENSURE THAT FRA FORM F6180.78 HAS NOT BEEN SENT OR HAND DELIVERED TO AN EMPLOYEE WHEN A FORMAL INVESTIGATION HAS BEEN SCHEDULED BUT HAS NOT
3	3	3	2250012(A)	FAILURE TO FILE A FRA FORM F6180.81 FOR A REPORTABLE RAIL EQUIPMENT ACCIDENT/INCIDENT HAVING A HUMAN FACTOR CAUSE ASSIGNED THAT OCCURRED ON (DATE) (LO
21	25	1	2250012	RAIL EQUIPMENT ACCIDENT/INCIDENT REPORTS ALLEGING EMPLOYEE HUMAN FACTOR AS A CAUSE
50	50	1	22500119	FAILURE TO PROPERLY REPORT REQUIRED DETAILS ON FRA FORM F6180.54 FOR A REPORTABLE RAIL EQUIPMENT ACCIDENT/INCIDENT THAT OCCURRED ON (DATE) (LOCATION)
14	14	4	22500118	FAILURE TO ACCURATELY REPORT ON FRA FORM F6180.54 THE MOST APPLICABLE AVAILABLE CAUSE FOR A REPORTABLE RAIL EQUIPMENT ACCIDENT/INCIDENT THAT OCCURRED
32	32	24	22500117	FAILURE TO REPORT ON FRA FORM F6180.54, A REPORTABLE RAIL EQUIPMENT ACCIDENT/INCIDENT THAT OCCURRED ON (DATE) (LOCATION) (INVOLVING TRAIN OR JOB NUMBE
29	29	15	22500116	FAILURE TO PROPERLY REPORT REQUIRED DETAILS ON FRA FORM F6180.55A FOR A REPORTABLE CASUALTY INVOLVING (NAME) (OCCUPATION, IF EMPLOYEE) (DATE OF INJURY
2	2	0	22500115	FAILURE TO PROVIDE A MEANINGFUL NARRATIVE ON FRA FORM F6180.55A, WHEN THE CIRCUMSTANCE CODES ENTERED DO NOT FULLY DESCRIBE HOW THE REPORTABLE CASUALTY
169	193	169	22500114	FAILURE TO REPORT ON FRA FORM F6180.55A, A REPORTABLE CASUALTY INVOLVING (NAME) (OCCUPATION, IF EMPLOYEE) (DATE OF INJURY/ILLNESS) (LOCATION) (RAILROA
1	1	0	22500113	FAILURE TO FILE WITH FRA AN FRA FORM F6180.55 THAT INCLUDED AN OATH OR VERIFICATION MADE BY THE PROPER OFFICER OF THE REPORTING RAILROAD FOR THE MONTH
				FAILURE TO FILE WITH FRA AN ACCURATE AND COMPLETE FRA FORM F6180.55 FOR THE



27	34	0	22500112	MONTH OF (MONTH/YEAR).
11	11	1	225001112	FAILURE TO FILE WITH FRA A COMPLETED COPY OF FRA FORM F6180.56, "ANNUAL RAILROAD REPORT OF MANHOURS BY STATE," WITH THE RAILROAD'S MONTH OF DECEMBER A
98	400	6	225001111	FAILURE TO PROPERLY REPORT REQUIRED DETAILS ON FRA FORM F6180.57 FOR A HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT THAT OCCURRED ON (DATE) (LOCATION
28	28	23	225001110	FAILURE TO REPORT ON FRA FORM F6180.57, A HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT THAT OCCURRED ON (DATE) (LOCATION) (INVOLVING TRAIN OR JOB NUM
24	54	4	22500111	FAILURE TO FILE WITH FRA AN FRA FORM F6180.55 FOR THE MONTH OF (MONTH/YEAR).
76	382	266	2250011	REPORTS OF ACCIDENTS/INCIDENTS.
1	1	1	2250009A2	FAILURE TO PROVIDE TELEPHONIC NOTIFICATION FOR DEATH OR INJURY OF FIVE OR MORE PERSON
2	2	2	2250009(A)(2)	FAILURE TO PROVIDE TELEPHONIC NOTIFICATION FOR DEATH OR INJURY OF FIVE OR MORE PERSONS
2	2	2	2250009(A)(1)	FAILURE TO PROVIDE TELEPHONIC NOTIFICATION FOR A DEATH OF A RAIL PASSENGER OR AN ON-DUTY RAILROAD EMPLOYEE
13	14	6	2250009	TELEPHONIC REPORTS OF CERTAIN ACCIDENTS/INCIDENTS.
3	3	0	2240106B	2240106B
21	24	0	2240106A	2240106A
3	3	0	2240105A2	2240105A2
16	16	0	2240105A1	2240105A1
2	2	0	2240103C	2240103C
2	2	0	2240103A	2240103A
15	20	0	2230017B1	GLAZING MATERIAL NOT MARKED OR IMPROPERLY MARKED
40	48	0	2230017A1	EQUIPMENT NOT STENCILED OR STENCIL IMPROPER
14	17	0	2230015E1	MISSING/DEFECTIVE/INOPERATIVE EMERGENCY WINDOWS
4	11	0	2230015D2	PASSENGER CAR SIDE FACING WINDOWS NOT REPLACED WITH CERTIFIED GLAZING WITHIN 30 DAYS FROM DATE OF BREAKAGE OR DAMAGE (ACTS OF VANDALISM)
1	1	0	2230015D1	PASSENGER CAR FORWARD AND REARWARD WINDOWS NOT REPLACED WITH CERTIFIED GLAZING WITHIN 30 DAYS FROM DATE OF BREAKAGE OR DAMAGE (ACTS OF VANDALISM)
1	1	0	2230015B1	PASSENGER CAR SIDE FACING IMPROPER
1	1	0	2230015A1	PASSENGER CAR FORWARD AND REARWARD END FACING IMPROPER
2	3	0	2230013D1	CABOOSE FORWARD AND REARWARD WINDOWS NOT REPLACED WITH CERTIFIED GLAZING WITHIN 30 DAYS FROM THE DATE OF BREAKAGE OR DAMAGE (ACTS OF VANDALISM)
1	1	0	2230013C1	CABOOSE NOT EQUIPPED WITH CERTIFIED GLAZING
1	1	0	2230013B1	CABOOSE SIDE FACING IMPROPER
2	5	0	2230013A1	CABOOSE FORWARD AND REARWARD END FACING IMPROPER
1	1	0	2230011D2	LOCOMOTIVE NOT REMOVED FROM SERVICE OR PROPERLY REPAIRED (ACTS OF VANDALISM)
4	4	0	2230011D1	LOCOMOTIVE NOT PLACED IN DESIGNATED SERVICE WITHIN 48 HOURS (ACTS OF VANDALISM)
9	9	0	2230011C1	LOCOMOTIVE NOT EQUIPPED WITH CERTIFIED GLAZING
7	7	0	2230011B1	LOCOMOTIVE SIDE FACING IMPROPER
22	23	1	2230011A1	LOCOMOTIVE FORWARD AND REARWARD END FACING IMPROPER
5	6	0	2230009D2	MARKING OF EMERGENCY ACCESS WINDOWS.
12	27	0	2230009D1	MARKING OF EMERGENCY EGRESS WINDOWS.
16	16	0	2230009C1	PASSENGER CAR GLAZING IMPROPER (INCLUDES SELF-PROPELLED PASSENGER CAR)
4	5	0	2230009B1	CABOOSE GLAZING IMPROPER

50	111	0	2230009A1	LOCOMOTIVE GLAZING IMPROPER
1	1	0	2230007B1	NOT IN COMPLIANCE WITH WAIVER PETITION
5	6	0	2230007A1	GLAZING FAILS TO MEET REQUIREMENTS OF APPENDIX A
2	7	0	2220033A	FAILURE TO SOUND LOCOMOTIVE HORE WHEN TRAIN SPEED > 15 MPH, OR WHEN NO FLAGGERS PRESENT.
70	91	10	2220021B	FAILURE TO SOUND HORN AT LEAST 15 SECONDS, BUT NOT MORE THAN 20 SECONDS IN ADVANCE OF THE CROSSING, OR, FOR TRAINS TRAVELING 60 MPH OR FASTER, SOUNDIN
77	95	9	2220021A2	FAILURE TO SOUND LOCOMOTIVE HORN IN THE REQUIRED PATTERN WHEN APPROACHING AND OCCUPYING A PUBLIC HIGHWAY-RAIL GRADE CROSSING.
32	39	1	2220021A1	FAILURE TO SOUND HORN WHEN APPROACHING AND OCCUPYING EACH PUBLIC HIGHWAY-RAIL GRADE CROSSING.
2	2	0	2210015X	DESCRIPTION NOT PROVIDED BY RRS-10
1	1	0	2210015A	Failure to examined at each crew change point for proper operating condition.
2	2	0	2210015	MARKING DEVICES.
1	1	0	2210013X	DESCRIPTION NOT PROVIDED BY RRS-10
1	1	0	2210013B	Continuiously illuminated 1 hour before sunset and 1 hour before sunriseand during all other hours when weather conditionsrestrict visability on 1/2 m
3	3	0	2210013A4	REAR END MARKING DEVICE DISPLAYED LESS THAN 48" FROM THE TOP OF RAIL
9	9	1	2210013A3	REAR END MARKING DEVICE IMPROPERLY ILLUMINATED
30	33	3	2210013A2	FAILURE TO DISPLAY REAR END MARKING DEVICE WHEN REQUIRED
8	8	3	2210013A	During periods perscribed in this section each train to which this part applies that occupies or operates on main track ,be equipped with, display,on
1	1	0	2210013	MARKING DEVICE DISPLAY
4	4	0	2200061B6	A MANDATORY DIRECTIVE THAT WAS NOT COMPETED OR COMPLY WITH THE RAILROAD'S OPERATING RULES AND 49 CFR PART 220 WAS ACTED UPON
2	2	0	2200061B5I	BEFORE A TRAIN CREW ACTED UPON A MANDATORY DIRECTIVE EITHER THE ENGINEER OR THE CONDUCTOR FAILED TO HAVE A WRITTEN COPY OF THE MANDATORY DIRECTIVE
1	1	0	2200061B4	AN EMPLOYEE, HAVING RECEIVED A MANDATORY DIRECTIVE, FAILED TO IMMEDIATELY REPEAT IT IN ITS ENTIRETY
18	19	4	2200061B3	THE EMPLOYEE COPYING A MANDATORY DIRECTIVE IN WRITING FAILED TO USE THE FORMAT PRESCRIBED IN THE RAILROAD'S OPERATING RULES
4	4	1	2200061B2	THE EMPLOYEE RECEIVING AND COPING THE MANDATORY DIRECTIVE FAILED TO STATE EITHER THEIR NAME, IDENTIFICATION, LOCATION AND/OR READINESS TO RECEIVE AND
1	1	0	2200061A	A MANDATORY DIRECTIVE WAS TRANSMITTED VIA RADIO WHEN NOT AUTHORIZED BY THE RAILROAD'S OPERATING RULES
19	22	12	22000612B5I	A MANDATORY DIRECTIVE THAT HAS BEEN FULFILLED OR CANCELED WAS NOT MARKED WITH A "X" OR IN ACCORDANCE WITH THE RAILROAD'S OPERATING RULES AND RETAINED
4	4	0	22000611B5I	BOTH THE ENGINEER AND CONDUCTOR FAILED TO MAKE CERTAIN THAT A WRITTEN MANDATORY DIRECTIVE WAS READ AND UNDERSTOOD BY ALL MEMBERS OF THE CREW RESPONSIB
2	2	0	22000611B4	THE DISPATCHED FAILED TO PROPERLY VERIFY THE ACCURACY OF A MANDATORY DIRECTIVE BEFORE STATING THE TIME AND NAME OF THE EMPLOYEE AUTHORIZED TO ISSUE MA
3	3	0	22000611B2	THE EMPLOYEE OPERATING THE CONTROLS OF MOVING EQUIPMENT RECEIVED AND COPIED A MANDATORY DIRECTIVE
3	3	0	22000611A	A MANDATORY DIRECTIVE WAS TRANSMITTED VIA RADIO NOT IN ACCORDANCE WITH THE RAILROAD'S OPERATING RULES NOR 49 CFR PART 220
1	1	0	2200051A	INFORMATION ABOUT A POSITION OR ASPECT OF A FIXED SIGNAL WAS GIVEN TO A TRAIN CREW BY A PERSON NOT A MEMBER OF THAT TRAIN CREW
4	5	0	22000493	IF THE RADIO INSTRUCTIONS USED IN A SHOVING, BACKING OR PUSHING MOVEMENT ARE NOT UNDERSTOOD, THE MOVEMENT SHALL BE STOPPED IMMEDIATELY
				UNLESS ADDITIONAL INSTRUCTIONS ARE RECEIVED THE MOVEMENT OF A SHOVING,

8	10	0	22000492	BACKING OR PUSHING MOVEMENT SHALL STOP WITHIN ONE HALF THE LAST SPECIFIED DISTA
39	49	3	22000491	IF RADIO COMMUNICATIONS IS USED TO IN CONNECTION WITH A SHOVING, BACKING OR PUSHING A TRAIN, LOCOMOTIVE OR CAR THE EMPLOYEE DIRECTING THAT MOVEMENT SH
11	11	5	22000471	AN INITIAL EMERGENCY RADIO TRANSMISSION SHALL BE PROCEEDED BY THE WORD "EMERGENCY" REPEATED THREE TIMES.
10	21	0	2200045	RADIO COMMUNICATION, NOT FULLY UNDERSTOOD OR COMPLETED IN ACCORDANCE TO 49 CFR PART 220 AND RAILROAD RULES WAS ACTED UPON INSTEAD OF TREATED AS THOUGH
75	160	9	2200043	RADIO COMMUNICATIONS USED IN CONNECTION WITH RAILROAD OPERATIONS IN A MANNER THAT CONFLICTS WITH THE REQUIREMENTS OF 49 CFR PART 220, FCC REGULATIONS
1	1	1	2200039	RADIOS USED IN RAILROAD OPERATIONS SHALL BE TURNED ONTO THE APPROPRIATE CHANNEL AS DESIGNATED IN 49 CFR PART 220.23 AND ADJUSTED TO RECEIVE
1	1	0	2200037B	THE TEST OF A RADIO FAILED TO CONSIST OF AN EXCHANGE OF VOICE TRANSMISSIONS WITH ANOTHER RADIO
1	4	0	2200037A	A RADIO OR OTHER WIRELESS COMMUNICATION EQUIPMENT WAS NOT TESTED AS SOON AS PRACTICABLE TO ENSURE THAT THE EQUIPMENT FUNCTIONED AS INTENDED PRIOR TO C
28	47	0	2200035B	IN A RADIO TRANSMISSION, NOT RELATED TO YARD SWITCHING OPERATION TO WHICH NO RESPONSE IS EXPECTED, AN EMPLOYEE FAILED TO STATE THEIR IDENTIFICATION FO
44	82	2	2200035A	IN A RADIO TRANSMISSION, NOT RELATED TO YARD SWITCHING OPERATION, AT THE CLOSE OF EACH TRANSMISSION TO WHICH A RESPONSE WAS EXPECTED THE TRANSMITTING
3	3	2	2200033B	AN EMPLOYEE RECEIVING A TRANSMISSION, NOT RELATING TO YARD SWITCHING OPERATIONS, A RECORDED MESSAGE OR GENERAL IN NATURE, FAILED TO REPEAT IT TO THE T
6	11	0	2200033A	AN EMPLOYEE RECEIVING A RADIO CALL FAILED TO PROMPTLY ACKNOWLEDGE THE CALL BY IDENTIFYING THE EMPLOYEE'S STATION IN ACCORDANCE WITH 49 CFR PART 220.27
3	5	0	2200031C	BEFORE TRANSMITTING BY RADIO AND EMPLOYEE FAILED TO: VERIFY THAT THE EMPLOYEE HAD MADE RADIO CONTACT WITH THE PERSON OR STATION WITH WHOM THE EMPLOYEE
64	161	29	2200031B	BEFORE TRANSMITTING BY RADIO AND EMPLOYEE FAILED TO: IDENTIFY THE EMPLOYEE'S STATION IN ACCORDANCE WITH THE REQUIREMENTS OF 49 CFR PART 220.27
6	6	0	2200031A	BEFORE TRANSMITTING BY RADIO AND EMPLOYEE FAILED TO: LISTEN TO ENSURE THAT THE CHANNEL ON WHICH THE EMPLOYEE INTENDED TO TRANSMIT WAS NOT ALREADY IN U
26	60	0	22000311C	AN EMPLOYEE FAILED TO REQUIRE A PROPER IDENTIFICATION BEFORE PROCEEDING WITH A TRANSMISSION
7	8	0	2200029C	NUMBERS WERE NOT SPOKEN BY DIGIT THAT WERE NOT EXACT MULTIPLES OF HUNDREDS OR THOUSANDS.
33	44	4	2200027B3	IDENTIFICATION OF EACH MOBILE STATION, WHEN NOT IN CONNECTION WITH SWITCHING, CLASSIFICATION AND SIMILAR OPERATIONS WHOLLY INSIDE A YARD, WHEN NECESS
63	114	3	2200027B2	IDENTIFICATION OF EACH MOBILE STATION, WHEN NOT IN CONNECTION WITH SWITCHING, CLASSIFICATION AND SIMILAR OPERATIONS WHOLLY INSIDE A YARD DID NOT CONS
68	101	0	2200027B1	IDENTIFICATION OF EACH MOBILE STATION, WHEN NOT IN CONNECTION WITH SWITCHING, CLASSIFICATION AND SIMILAR OPERATIONS WHOLLY INSIDE A YARD, DID NOT INC
47	75	1	2200027B	EXCEPT IN CONNECTION WITH SWITCHING, CLASSIFICATION AND SIMILAR OPERATIONS WHOLLY INSIDE A YARD EACH MOBILE STATION WILL IDENTIFY THEIR STATION CONSIS
33	60	1	2200027A2	THE NAME AND LOCATION OF OFFICE OR OTHER UNIQUE DESIGNATION, WHEN NOT IN CONNECTION WITH SWITCHING, CLASSIFICATION AND SIMILAR OPERATIONS WHOLLY INSID
66	133	4	2200027A1	IDENTIFICATION OF EACH BASE, WAYSIDE OR YARD STATION, WHEN NOT IN CONNECTION WITH SWITCHING, CLASSIFICATION AND SIMILAR OPERATIONS WHOLLY INSIDE A YA
50	70	5	2200027A	EXCEPT IN CONNECTION WITH SWITCHING, CLASSIFICATION AND SIMILAR OPERATIONS WHOLLY INSIDE A YARD EACH BASE, WAYSIDE OR YARD STATION SHALL INCLUDE THE
1	4	0	2200023	RAILROADS MUST DESIGNATE AND PUBLISH IN EITHER TIMETABLE OR SPECIAL INSTRUCTION THE LOCATIONS OF RADIO BASE STATIONS, WHERE & WHEN WAYSIDE STATIONS MA

25	26	1	2200021A	RAILROAD OPERATING RULES WITH RESPECT TO RADIO COMMUNICATIONS MUST COMPLY WITH 49 CFR PART 220
2	2	2	2200013A	EMPLOYEES MUST IMMEDIATELY REPORT BY THE QUICKEST MEANS AVAILABLE DERAILMENTS, COLLISIONS, STORMS, WASHOUTS, FIRES, OBSTRUCTIONS OR OTHER HAZARDOUS CO
1	1	0	2200011B	EMPLOYEES DESIGNATED TO PROVIDE ON-TRACK SAFETY FOR A ROADWAY WORK GROUP OR GROUPS AND EACH LONE WORKER SHALL BE PROVIDED & MAINTAIN IMMEDIATE ACCESS
5	7	0	22000111B	IF THE EMPLOYEES DESIGNATED TO PROVIDE ON-TRACK SAFETY FOR A ROADWAY WORK GROUP OR GROUPS OR THE LONE WORKER DOES NOT HAVE IMMEDIATE ACCESS TO A WORKI
1	1	0	2200009B1	TRAINS TRANSPORTING PASSENGERS SHALL BE EQUIPPED WITH A WORKING RADIO IN THE OCCUPIED CONTROLLING LOCOMOTIVE AND SHALL HAVE REDUNDANT WORKING WIRELESS
2	2	0	2200009A	EACH OCCUPIED CONTROLLING LOCOMOTIVE SHALL HAVE A WORKING RADIO
2	6	0	22000091A	EACH TRAIN MUST HAVE COMMUNICATIONS REDUNDANCY
2	2	0	2190905C	FAILURE TO PROVIDE ACCESS TO RESULTS OF RAILROAD ALCOHOL AND DRUG TESTING PROGRAMS
9	19	0	2190903C	FAILURE TO MAINTAIN RECORDS REQUIRED TO BE KEPT FOR 2 YEARS
4	4	1	2190903A	FAILURE TO MAINTAIN RECORDS REQUIRED TO BE KEPT BY PART 40
7	14	0	2190901C	FAILURE TO MAINTAIN RECORDS REQUIRED TO BE KEPT FOR 2 YEARS
2	3	0	2190901A	FAILURE TO MAINTAIN RECORDS REQUIRED TO BE KEPT BY PART 40
4	5	0	2190800E	2190800E
7	19	13	2190800C	2190800C
1	2	0	2190701C	TESTING NOT PERFORMED IN A TIMELY MANNER
78	162	5	2190701B	FAILURE TO COMPLY WITH PART 40 PROCEDURES IN SUBPART B, D, F OR G DRUG TESTING
123	225	3	2190701A	FAILURE TO COMPLY WITH PART 40 PROCEDURES IN SUBPART B, D, F OR G ALCOHOL TESTING
57	109	0	2190701	FAILURE TO COMPLY WITH PART 40 PROCEDURES IN SUBPART B, D, F OR G TESTING (USE SUBRULE "A" FOR DRUGS AND "B" FOR ALCOHOL)
7	22	0	2190609	FAILURE TO DOCUMENT REASON FOR NOT TESTING SELECTED EMPLOYEE
4	4	0	2190608E	TOTAL NUMBER OF TESTS BELOW MINIMUM RANDOM ALCOHOL TESTING RATE
9	9	0	2190607B	FAILURE TO MEET RANDOM TESTING CRITERIA
2	2	0	2190607A2	FAILURE TO FILE AMENDMENT TO PROGRAM
3	3	0	2190607A1	FAILURE TO FILE A RANDOM ALCOHOL PROGRAM
5	5	0	2190607A	FAILURE TO INCLUDE COVERED SERVICE EMPLOYEE IN POOL
17	25	1	2190603	FAILURE TO DOCUMENT REASON FOR NOT TESTING SELECTED EMPLOYEE
11	12	1	2190602F	TOTAL NUMBER OF TESTS BELOW MINIMUM RANDOM DRUG TESTING RATE
2	2	0	2190601B6	TESTING WHEN EMPLOYEE NOT ON DUTY
3	3	1	2190601B4	ADVANCE NOTICE PROVIDED TO EMPLOYEE
25	25	1	2190601B3	TESTING NOT DISTRIBUTED THROUGHOUT THE DAY
13	17	1	2190601B2IB	TESTING NOT SPREAD THROUGHOUT THE YEAR
1	1	0	2190601B1I	FAILURE TO USE A NEUTRAL SELECTION PROCESS
14	33	1	2190601B	FAILURE TO MEET RANDOM TESTING CRITERIA
10	10	0	2190601A2	FAILURE TO FILE AMENDMENT TO PROGRAM
6	6	0	2190601A1	FAILURE TO FILE A RANDOM PROGRAM
10	13	1	2190601A	FAILURE TO INCLUDE COVERED SERVICE EMPLOYEE IN POOL
3	12	0	2190502A	CONDITIONS FOR ALCOHOL TESTING NOT CONSISTENT
21	98	1	2190501A	FAILURE TO PERFORM PRE-EMPLOYMENT DRUG TEST BEFORE FIRST TIME EMPLOYEE PERFORMS COVERED SERVICE

12	21	0	2190401B	FAILURE TO PUBLISH AND/OR IMPLEMENT REQUIRED POLICY
14	58	10	2190301B3	TESTED WHEN OPERATING RULES VIOLATION CRITERIA NOT MET
2	5	1	2190301B2	TESTED WHEN ACCIDENT/INCIDENT CRITERIA NOT MET
3	3	1	2190300A2	TESTED WHEN REASONABLE SUSPICION CRITERIA NOT MET
4	8	0	2190300A1	FAILURE TO TEST WHEN REASONABLE SUSPICION CRITERIA MET
1	1	1	2190209A1	FAILURE TO PROVIDE TELEPHONIC REPORT
4	5	3	2190205D	FAILURE TO PROMPTLY OR PROPERLY FORWARD SPECIMENS
16	22	1	2190205B	FAILURE TO PROVIDE PROPERLY PREPARED FORMS WITH SPECIMENS
45	61	1	2190205A	FAILURE TO OBSERVE REQUIREMENTS WITH RESPECT TO SPECIMEN COLLECTION, MARKING AND HANDLING
3	3	0	2190203C	INDEPENDENT MEDICAL FACILITY NOT UTILIZED
6	7	1	2190203B1	DELAY IN OBTAINING SPECIMENS DUE TO FAILURE TO MAKE EVERY REASONABLE EFFORT
12	4B	0	2190203A1II	NON-COVERED SERVICE EMPLOYEE TESTED
3	3	0	2190203A1I	FAILURE TO PROPERLY TEST/EXCLUDE FROM TESTING
3	6	1	2190201C2	TESTING PERFORMED AFTER NON-QUALIFYING EVENT
19	33	27	2190201A	FAILURE TO TEST AFTER A QUALIFYING EVENT (EACH EMPLOYEE NOT TESTED IS A VIOLATION)
2	2	2	2190107E	EMPLOYEE UNLAWFULLY RETURNED TO SERVICE
24	27	0	2190105B	FAILURE TO EXERCISE DUE DILIGENCE TO ASSURE COMPLIANCE WITH PROHIBITION
1	1	1	2190105A	EMPLOYEE IMPROPERLY PERMITTED TO REMAIN IN COVERED SERVICE
5	5	3	2190104D	EMPLOYEE IMPROPERLY RETURNED TO SERVICE
1	1	0	2190104C	FAILURE TO PROVIDE PROMPT HEARING
8	8	0	2190103A	FAILURE TO TRAIN EMPLOYEE PROPERLY ON REQUIREMENTS
6	6	0	2190102	EMPLOYEE VIOLATES PROHIBITIONS
3	3	1	2190101	EMPLOYEE VIOLATES PROHIBITIONS
3	3	0	2190023F	NON-FEDERAL PROVISIONS NOT CLEARLY DESCRIBED AS INDEPENDENT AUTHORITY
26	27	0	2190023E	EDUCATIONAL MATERIALS FAIL TO EXPLAIN REQUIREMENTS OF THIS PART AND/OR INCLUDE REQUIRED CONTENT
34	48	0	2190023D	FAILURE TO PROVIDE EDUCATIONAL MATERIALS
2	23	0	2190023C	USE OF SUBPART C FORM FOR OTHER TEST
25	81	4	2190023B	FAILURE TO PROVIDE WRITTEN NOTICE OF BASIS FOR FRA TEST OR USE OF DOT FORM FOR NON-FEDERAL TEST
9	12	0	2190023A	FAILURE TO PROVIDE WRITTEN NOTICE OF FRA TEST
1	1	0	2190011H	URINE OR BLOOD SAMPLES PROVIDED FOR FEDERAL TESTING WERE USED FOR NON-AUTHORIZED TESTING
55	466	1	2190011G	FAILURE TO MEET SUPERVISORY TRAINING REQUIREMENTS OR PROGRAM OF INSTRUCTION NOT AVAILABLE OR PROGRAM NOT COMPLETE
21	21	2	2190003	RAILROAD DOES NOT HAVE REQUIRED PROGRAM
2	2	1	218007303	WARNING SIGNAL NOT ILLUMINATED AT NIGHT.
8	8	1	2180059	OPERATION WITH DISABLED SAFETY DEVICE-RAILROAD
72	80	4	2180055	TAMPERING WITH SAFETY DEVICES
2	2	0	2180037C	WHENEVER FEDERAL, STATE OR LOCAL FIRE REGULATIONS PROHIBIT THE USE OF FUSEES, EACH RAILROAD WITHIN THAT JURISDICTION SHALL PROVIDE ALTERNATE OOPERATIN
9	15	0	2180037A1	Each railroad shall have in effect an operating rule which complies with the requirements of this section (a) (1)
22	23	0	2180037	FLAG PROTECTION.
2	3	0	2180035A2	Timetable, train orders or special instruction

24	26	0	2180035A1	Yard limit signs
2	2	0	2180035	YARD LIMITS.
2	3	0	2180030C4	The date and time the EIC notified the operator the work had been completed by the named craft employee(s)
2	2	0	2180030C1	Name and craft of the employee in charge
1	1	0	2180030C	(c) The operator must maintain for 15 days a written record for each notification as discribed in this section 1 through 4.
1	3	0	2180030B	(b) The operator may not remove the locking deviceunless he has been informed by the EIC of the workers that it is safe to do so.
1	1	0	2180029F9	BLUE SIGNALS AVAILABLE AND NOT USED
1	1	0	2180029F8	EFFECTIVE MEASURES NOT TAKEN TO PROTECT WORKMAN MAKING EMERGENCY REPAIRS
1	2	0	2180029F5	DERAIL NOT LOCKED WITH AN EFFECTIVE LOCKING DEVICE
1	1	0	2180029F2	BLUE SIGNAL NOT DISPLAYED AT DERAIL
13	14	0	2180029F1	PROTECTED EQUIPMENT POSITIONED LESS THAN 150 FEET FROM DERAIL
1	1	0	2180029E6	INEFFECTIVE LOCKING DEVICE ON DERAIL
4	11	0	2180029E4	DERAIL INEFFECTIVE OR NOT APPLIED IN DERAILING POSITION
2	2	0	2180029E3	BLUE SIGNAL NOT DISPLAYED AT DERAIL
1	1	0	2180029E2	PROTECTED EQUIPMENT POSITIONED LESS THAN 50 FEET FROM DERAIL
1	1	0	2180029D5	SWITCH PROVIDING ACCESS TO SHOP AREA NOT LOCKED WITH AN EFFECTIVE LOCKING DEVICE
1	1	0	2180029D3	SWITCH PROVIDING ACCESS TO SHOP AREA NOT LINED AGAINST MOVEMENT
2	2	0	2180029D2	BLUE SIGNAL NOT DISPLAYED AT EACH SWITCH PROVIDING ACCESS TO SHOP AREA
1	1	0	2180029CX	DESCRIPTION NOT PROVIDED BY RRS-10
1	1	1	2180029C6	WORKMAN WERE NOT NOTIFIED PRIOR TO MOVEMENT OF EQUIPMENT ON TRACK WHERE THEY WERE PERFORMING DUTIES WHICH REQUIRED PROTECTION
1	1	0	2180029C3	LOCOMOTIVE MOVED IN SERVICE AREA BY UNAUTHORIZED PERSON
1	1	0	2180029C2	LOCOMOTIVE MOVED WITHIN OR OFF SERVICE AREA WITHOUT REMOVAL OF BLUE SIGNALS
3	4	0	2180029B6	INEFFECTIVE LOCKING DEVICE ON DERAIL
15	15	0	2180029B5	DERAIL NOT LOCKED
4	4	1	2180029B4	DERAIL INEFFECTIVE OR NOT APPLIED IN DERAILING POSITION
2	2	0	2180029B3	BLUE SIGNAL NOT DISPLAYED AT DERAIL
6	6	0	2180029B2	PROTECTED EQUIPMENT POSITIONED LESS THAN 50 FEET FROM DERAIL
2	2	0	2180029A7	BLUE SIGNAL ATTACHED TO CONTROLLING LOCOMOTIVE, BUT NOT READILY VISIBLE TO THE LOCOMOTIVE ENGINEER OR OPERATOR AT THE CONTROLS OF THE LOCOMOTIVE
6	12	1	2180029A6	BLUE SIGNAL NOT ATTACHED TO CONTROLLING LOCOMOTIVE
3	3	0	2180029A5	SWITCH PROVING ACCESS TO SERVICE AREA NOT LOCKED WITH AN EFFECTIVE LOCKING DEVICE
5	5	2	2180029A4	SWITCH PROVIDING ACCESS TO SERVICE AREA NOT LOCKED
3	3	2	2180029A3	SWITCH PROVIDING ACCESS TO SERVICE AREA NOT LINED AGAINST MOVEMENT
8	9	1	2180029A2	BLUE SIGNAL NOT DISPLAYED AT EACH SWITCH PROVIDING ACCESS TO SERVICE AREA
2	2	0	2180029A	(a) When workers are on,under or between rolling equipment in a locomotive servicing area: 1 through 7 apply
1	1	0	2180029	ALTERNATE METHODS OF BLUE SIGNAL PROTECTION.
1	1	0	2180027X	DESCRIPTION NOT PROVIDED BY RRS-10
1	1	0	2180027E2	BLUE SIGNAL ATTACHED TO CONTROLLING LOCOMOTIVE, BUT NOT READILY VISIBLE TO THE LOCOMOTIVE ENGINEER OR OPERATOR AT THE CONTROLS OF THE LOCOMOTIVE
11	11	3	2180027E1	BLUE SIGNAL NOT ATTACHED TO CONTROLLING LOCOMOTIVE

2	2	1	2180027E	(e) A blue signal must be attached to the controlling locomotive readily visable to the engineman/operator at the controlsof that locomotive
1	1	0	2180027D2	CROSSOVER SWITCHES NOT LINED AGAINST MOVEMENT AND LOCKED WITH AN EFFECTIVE LOCKING DEVICE
1	1	0	2180027D1	BLUE SIGNAL NOT DISPLAYED AT OR NEAR CROSSOVER SWITCH PROVIDING ACCESS TO PROTECTED TRACK
2	2	2	2180027C1	FAILURE OF PERSON IN CHARGE TO NOTIFY OPERATOR OF REMOTELY CONTROLLED SWITCH
13	14	5	2180027B3	LOCKING DEVICE ON SWITCH INEFFECTIVE
20	21	6	2180027B2	ONE OR MORE SWITCHES NOT LOCKED
10	10	4	2180027B1	ONE OR MORE SWITCHES NOT LINED AGAINST MOVEMENT
14	14	2	2180027B	(b) Each manually operated switch must be lined against movement to that track and locked with an effective locking device
26	42	3	2180027A2	BLUE SIGNAL NOT DISPLAYED AT ONE OR MORE MANUALLY OPERATED SWITCHES
9	9	1	2180027A	(a) A blue signal must be displayed near each manuallyoperated switch providing access to that track
2	2	0	2180027	PROTECTION OF WORKMEN ON OTHER THAN MAIN TRACK.
3	3	0	2180025B2	BLUE SIGNAL ATTACHED TO CONTROLLING LOCOMOTIVE, BUT NOT READILY VISIBLE TO THE LOCOMOTIVE ENGINEER OR OPERATOR AT THE CONTROLS OF THE LOCOMOTIVE
8	9	1	2180025B1	BLUE SIGNAL NOT ATTACHED TO CONTROLLING LOCOMOTIVE
7	7	2	2180025B	(b) A blue signal must be attached to the controlling locomotive readily visable to the engineman/operator at the controlsof that locomotive
15	15	2	2180025A2	BLUE SIGNAL NOT DISPLAYED AT ONE OR MORE ENDS OF ROLLING EQUIPMENT
6	6	0	2180025A	(a) A Blue Signal must be displayed at each end of rolling equipment
4	4	1	2180025	PROTECTION OF WORKMEN ON MAIN TRACK.
2	2	1	2180023B2	BLUE SIGNAL PROTECTION REMOVED BY SOMEONE OTHER THAN BY THE SAME CRAFT OR GROUP OF WORKMAN THAT DISPLAYED IT
13	13	2	2180023B1	BLUE SIGNALS NOT DISPLAYED IN ACCORDANCE WITH PARTS 218.25, 218.27 OR 218.29 BY EACH CRAFT OR GROUP OF WORKMAN
1	1	0	2180023B	DESCRIPTION NOT PROVIDED BY RRS-10
1	1	0	2180023A3	OTHER ROLLING EQUIPMENT PLACED ON THE SAME TRACK THAT REDUCES OR BLOCKS THE VIEW OF A BLUE SIGNAL, EXCEPT AS PROVIDED FOR IN 218.29 (A), (B), AND (C)
1	1	0	2180022E1	FAILURE TO MEET COMMUNICATION REQUIREMENTS AS REQUIRED BY THIS PART
3	3	2	2180022D2	FAILURE OF DESIGNATED TRAIN CREW MEMBER TO COMMUNICATE INFORMATION TO OTHER MEMBERS REGARDING THE TERMINATION OF UTILITY EMPLOYEE DUTIES
3	3	0	2180022D1	FAILURE OF UTILITY EMPLOYEE TO COMMUNICATE INFORMATION TO DESIGNATED TRAIN CREW MEMBER REGARDING THE TERMINATION OF DUTIES
4	4	1	2180022C5	OTHER DUTIES PERFORMED WITHOUT BLUE SIGNAL PROTECTION
2	2	1	2180022C4	DESIGNATED TRAIN CREW MEMBER - FAILURE TO PROVIDE REQUIRED NOTIFICATION TO OTHER TRAIN CREW MEMBERS REGARDING THE PRESENCE OF THE UTILITY EMPLOYEE AND
6	9	0	2180022C3	FAILURE TO ESTABLISH COMMUNICATION WITH DESIGNATED TRAIN CREW MEMBER BEFORE COMMENCING DUTIES
3	3	1	2180022B1	CONCURRENT SERVICE PERFORMED BY UTILITY EMPLOYEE WITH MORE THAN ONE TRAIN CREW
2	2	0	2180022	Utiltiy Employee failure to comply with any of the subparts (a) through (h)
11	11	0	2170011B2	THE PROGRAM OF INSTRUCTION ON OPERATING RULES DID NOT STATE THE FREQUENCY OF INSTRUCTION
9	9	0	2170011B1	THE PROGRAM OF INSTRUCTION ON OPERATING RULES DID NOT DESCRIBE THE MEANS AND PROCEDURES USED FOR INSTRUCTION OF THE VARIOUS CLASSES OF EMPLOYEES
3	5	0	2170011B	THE RAILROAD FAILED TO RETAIN AT LEAST ONE COPY OF ITS CURRENT PROGRAM OF PERIODIC INSTRUCTION AND EACH SUBSEQUENT AMENDMENT TO THAT PROGRAM AT ITS SY

13	17	6	2170011A	RAILROAD FAILED TO PERIODICALLY INSTRUCT EMPLOYEES ON THE MEANING AND APPLICATION OF THE RAILROAD'S OPERATING RULES IN ACCORDANCE WITH ITS WRITTEN PRO
2	2	0	21700112B	THE RECORDS REQUIRED BY 49 CFR PART 217.11 (A) & (B) WERE NOT MADE AVAILABLE TO REPRESENTATIVES OF THE FRA FOR INSPECTION AND COPYING DURING NORMAL BU
5	5	0	21700111B	THE RAILROAD FAILED TO RETAIN AT LEAST ONE COPY OF ITS CURRENT PROGRAM OF PERIODIC INSTRUCTION AND EACH SUBSEQUENT AMENDMENT TO THAT PROGRAM AT THE DI
1	5	0	2170009E3	THE TERMINAL REQUIRED BY 49 CFR PART 217.9 (E)(2) COULD NOT RETRIEVE AND PRODUCE INFORMATION IN A USABLE FORMAT FOR IMMEDIATE REVIEW BY FRA REPRESENTA
33	62	2	2170009C	NO RECORD OF AN OPERATIONAL TEST AND INSPECTION NOTING DATE, TIME, PLACE OR RESULT OF THAT TEST OR INSPECTION
1	1	0	2170009B5	THE RAILROAD FAILED TO HAVE HAD THE PROGRAM BEGUN WITHIN 30 DAYS FROM THE COMMENCEMENT OF OPERATIONS
13	13	0	2170009B4	THE WRITTEN PROGRAM FOR PERIODIC PERFORMANCE OF THE OPERATIONAL TESTS AND INSPECTIONS FAILED TO STATE, ACCORDING TO OPERATING DIVISIONS WHERE APPLICA
13	13	0	2170009B3	THE WRITTEN PROGRAM FOR PERIODIC PERFORMANCE OF THE OPERATIONAL TESTS AND INSPECTIONS FAILED TO STATE THE PURPOSE OF EACH TYPE OF OPERATIONAL TEST AN
19	56	37	2170009B2	THE WRITTEN PROGRAM FOR PERIODIC PERFORMANCE OF THE OPERATIONAL TESTS AND INSPECTIONS FAILED TO DESCRIBE EACH TYPE OF OPERATIONAL TEST AND INSPECTION
14	14	0	2170009B1	THE WRITTEN PROGRAM FOR PERIODIC PERFORMANCE OF THE OPERATIONAL TESTS AND INSPECTIONS FAILED TO PROVIDE FOR TESTING AND INSPECTION UNDER THE VARIOUS
1	1	0	2170009B	RAILROAD FAILED TO RETAIN AT LEAST ONE COPY OF ITS CURRENT WRITTEN PROGRAM FOR PERIODIC PERFORMANCE OF THE OPERATIONAL TESTS AND INSPECTIONS REQUIRED
245	776	249	2170009A	RAILROAD FAILED TO PERIODICALLY CONDUCT OPERATIONAL TESTS AND INSPECTIONS IN ACCORDANCE WITH THE RAILROAD'S WRITTEN PROGRAM
2	2	0	21700095C	RECORDS OF TESTS AND INSPECTIONS WERE NOT MADE AVAILABLE TO FRA REPRESENTATIVES FOR EITHER INSPECTOR OR COPYING DURING NORMAL WORKING HOURS
2	2	0	21700095B	RECORDS REQUIRED BY THE WRITTEN PROGRAM OF OPERATIONAL TESTS AND INSPECTIONS WERE NOT MADE AVAILABLE TO REPRESENTATIVES OF THE FRA FOR INSPECTION AND
1	1	0	21700094D	A WRITTEN COPY OF THE ANNUAL SUMMARY OF OPERATIONAL TESTS AND INSPECTIONS WAS NOT MADE AVAILABLE TO REPRESENTATIVES OF THE FRA FOR INSPECTION AND COPY
1	1	0	21700094C	RECORDS OF INDIVIDUAL TESTS AND INSPECTIONS WERE NOT MAINTAINED AT THE DIVISION HEADQUARTERS OF THE RAILROAD FOR ONE CALENDAR YEAR AFTER THE END OF TH
5	5	0	21700093C	RECORDS OF INDIVIDUAL TESTS AND INSPECTIONS WERE NOT MAINTAINED AT THE SYSTEM HEADQUARTERS OF THE RAILROAD FOR ONE CALENDAR YEAR AFTER THE END OF THE
1	1	1	21700092D	A RAILROAD WITH MORE THAN 400 MANHOURS FAILED TO RETAIN ONE COPY OF THE WRITTEN SUMMARY OF ANNUAL SUMMARY OF OPERATIONAL TESTS AND INSPECTIONS AT ITS
17	17	13	21700092C	RECORD OF OPERATIONAL TEST AND INSPECTION DID NOT SPECIFY EACH EMPLOYEE TESTED
1	1	1	21700092B	RAILROAD FAILED TO RETAIN AT LEAST ONE COPY OF EACH AMENDMENT TO ITS PROGRAM OF OPERATIONAL TESTS AND INSPECTIONS AT SYSTEM HEADQUARTERS
1	1	0	21700091D	A RAILROAD WITH MORE THAN 400 MANHOURS FAILED TO RETAIN ONE COPY OF THE WRITTEN SUMMARY OF ANNUAL SUMMARY OF OPERATIONAL TESTS AND INSPECTIONS AT ITS
3	5	0	21700091C	RECORD OF OPERATIONAL TEST AND INSPECTION DID NOT SPECIFY THE OFFICER ADMINISTERING THE TEST AND INSPECTION
23	23	1	21700091B	RAILROAD FAILED TO RETAIN AT LEAST ONE COPY OF ITS CURRENT WRITTEN PROGRAM FOR PERIODIC PERFORMANCE OF THE OPERATIONAL TESTS AND INSPECTIONS REQUIRED
6	6	0	2170007C	A CLASS III RAILROAD FAILED TO HAVE ON FILE AT ITS SYSTEM HEADQUARTERS A COPY OF ITS OPERATING RULES, TIMETABLE, SPECIAL INSTRUCTIONS INCLUDING ALL S

5	5	4	2170007A	A CLASS I, II, COMMUTER RAILROAD OR AMTRAK FAILED TO FILE A COPY OF NEW AMENDMENTS OF ITS OPERATING RULES, TIMETABLES OR SPECIAL INSTRUCTIONS WITH THE
64	105	0	2150305A1	FAILURE TO STENCIL MAINTENANCE-OF-WAY EQUIPMENT AS REQUIRED
7	7	0	2150303A1	FAILURE TO STENCIL RESTRICTED CAR AS REQUIRED
1,108	1,275	0	2150301A1	FAILURE TO STENCIL CAR REPORTING MARK, NUMBER AND DATE BUILT ON FREIGHT CAR AS REQUIRED
16	16	0	2150203A1	OPERATING RESTRICTED CAR, EXCEPT UNDER FRA APPROVED CONDITIONS
2	2	0	2150129C4	SEVERELY CUT WITH A TORCH
7	12	0	2150129C3	SEVERELY BENT AND DISTORTED
37	45	0	2150129C2	SECUREMENT BOLTS SHEARED OFF
7	8	0	2150129C1	CUSHIONING DEVICE PART MISSING
16	16	1	2150129B1	CUSHIONING DEVICE INOPERATIVE AND NOT EFFECTIVELY IMMOBILIZED
5	5	0	2150129A1	CUSHIONING DEVICE BROKEN AND NOT EFFECTIVELY IMMOBILIZED
1	1	0	2150127G1	ARTICULATED JOINT BROKEN
8	8	0	2150127F1	FOLLOWER PLATE MISSING/BROKEN
115	117	2	2150127E2	DRAFT KEY/KEY RETAINER MISSING
125	126	1	2150127E1	DRAFT KEY/KEY RETAINER INOPERATIVE
13	14	1	2150127D2	VERTICAL COUPLER PIN RETAINER PLATE FASTENER MISSING
3	3	1	2150127D1	VERTICAL COUPLER PIN RETAINER PLATE MISSING
82	92	7	2150127C2	END OF CAR CUSHIONING UNIT INOPERATIVE
139	147	11	2150127C1	END OF CAR CUSHIONING UNIT LEAKING
78	78	8	2150127B1	COUPLER YOKE BROKEN
122	128	3	2150127A1	DRAFT GEAR INOPERATIVE
223	226	1	2150125B1	UNCOUPLING DEVICE UNINTENTIONAL UNCOUPLING
38	38	0	2150125A1	UNCOUPLING DEVICE FOULING ON CURVE
7	8	0	2150123F7	COUPLER LOCK BROKEN
2	2	0	2150123F4	COUPLER LOCK INOPERATIVE
2	2	0	2150123F3	COUPLER LOCK MISSING
1,810	1,845	0	2150123F2	COUPLER WITH NO ANTI-CREEP PROTECTION
242	244	11	2150123F1	COUPLER LOCKLIFT INOPERATIVE
16	16	0	2150123E2	COUPLER RETAINER PIN LOCK BROKEN
48	48	3	2150123E1	COUPLER RETAINER PIN LOCK MISSING
8	9	0	2150123D4	ARTICULATED CAR; COUPLER PIN INOPERATIVE
1	1	0	2150123D3	ARTICULATED CAR; COUPLER PIN MISSING
2,976	3,288	1	2150123D2	COUPLER KNUCKLE PIN/KNUCKLE THROWER INOPERATIVE
2,622	2,658	8	2150123D1	COUPLER KNUCKLE PIN/KNUCKLE THROWER MISSING
340	342	4	2150123C2	COUPLER KNUCKLE CRACKED ALONG INSIDE PULLING FACE
27	28	0	2150123C1	COUPLER KNUCKLE BROKEN
676	690	31	2150123B1	COUPLER CRACKED OUTSIDE SHADED AREA
4	4	0	2150123A1	COUPLER SHANK BENT
47	71	1	2150121F1	CAR BODY SIDE SILLS, CROSSBARS OR BODY BOLSTER BROKEN
3	4	0	2150121E4	CAR BODY CP WITH TWO OR MORE CRACKS THROUGH CROSS SECTION OF VISIBLE PORTION
7	7	0	2150121E3	CAR BODY CENTER PLATE BROKEN OR CRACKED AS DEFINED IN THIS PART
3	3	0	2150121E2	CAR BODY CENTER PLATE ANY PORTION MISSING

152	168	7	2150121E1	CAR BODY CENTER PLATE NOT PROPERLY SECURED
24	26	1	2150121D1	CAR DOOR NOT EQUIPPED WITH OPERATIVE SAFETY HANGERS
7	9	0	2150121C3	COUPLER CARRIER NON-RESILIENT WHEN USED WITH COUPLER WITH F HEAD
27	30	3	2150121C2	COUPLER CARRIER MISSING
174	181	4	2150121C1	COUPLER CARRIER BROKEN
5	5	0	2150121B9	ONE OF TWO LONGITUDINAL OUTBOARD SILLS -- BENT -BUCKLED
18	24	11	2150121B8	ONE OF TWO LONGITUDINAL OUTBOARD SILLS -- CRACKED 6"
7	7	0	2150121B7	ONE OF TWO LONGITUDINAL OUTBOARD SILLS -- BROKEN
2	2	0	2150121B5	SLIDING CENTER SILL CRACKED MORE THAN 6"
3	3	0	2150121B3	CENTER SILL BENT OR BUCKLED MORE THAN 2 1/2" IN ANY 6-FOOT LENGTH
30	31	4	2150121B2	CENTER SILL CRACKED MORE THAN 6"
2	2	0	2150121B1	CENTER SILL BROKEN
134	142	0	2150121A1	CAR BODY CLEARANCE IMPROPER - LESS THAN 2 1/2" FROM TOP OF RAIL
5	5	0	2150119F1	BRAKE BEAM SHELF SUPPORTS WORN - SHELF WILL NOT SUPPORT BEAM
90	99	1	2150119E1	TRUCK BOLSTER AND CENTER PLATE INTERFERENCE PREVENTING ROTATION
9	9	1	2150119D4	TRUCK SPRINGS THREE OR MORE SPRINGS BROKEN
112	179	11	2150119D3	TRUCK SPRINGS-TWO OR MORE BROKEN IN A CLUSTER
10	12	0	2150119D2	TRUCK SPRINGS THAT ARE COMPRESSED SOLID
58	77	0	2150119D1	TRUCK SPRINGS THAT WILL NOT MAINTAIN TRAVEL OR LOAD
82	82	1	2150119C4	EXCESSIVE SIDE BEARING CLEARANCE ON OPPOSITE SIDES AT DIAGONAL ENDS OF CAR
231	251	14	2150119C3	FREIGHT CAR TRUCKS EXCESSIVE SIDE BEARING CLEARANCE AT ONE END OF CAR
261	320	7	2150119C2	FREIGHT CAR TRUCKS SIDE BEARING IN CONTACT EXCEPT BY DESIGN
334	380	25	2150119C1	FREIGHT CAR TRUCKS HAVING MISSING OR BROKEN SIDE BEARING
252	301	4	2150119B3	FREIGHT CAR TRUCKS INEFFECTIVE HYDRAULIC SNUBBING DEVICE
817	1,135	13	2150119B2	FREIGHT CAR TRUCK FRICTION SNUBBER WEAR PLATE --LOOSE MISSING WORN
410	509	9	2150119B1	FREIGHT CAR TRUCKS HAVING INEFFECTIVE SNUBBING DEVICES
11	11	0	2150119A3	TRUCK SIDE FRAME/BOLSTER CRACK 1" OR MORE IN TRANSVERSE DIRECTION ON TENSION MEMBER
3	3	0	2150119A2	TRUCK SIDE FRAME/BOLSTER CRACK 1/4" OR MORE IN TRANSVERSE DIRECTION ON TENSION
17	18	2	2150119A1	FREIGHT CAR TRUCKS SIDE FRAME OR BOLSTER BROKEN
596	722	2	2150117E1	ROLLER BEARING ADAPTER RESILIENT WEAR PLATE DEFECTIVE OR NOT IN POSITION
2	2	0	2150117D1	ROLLER BEARING ADAPTER BLOCK ON SINGLE AXLE TRUCK OUT OF ITS DESIGNED POSITION, BROKEN OR MISSING
386	437	3	2150117C1	ROLLER BEARING ADAPTER WORN EXCESSIVELY IN RELIEF PORTION
128	141	11	2150117B1	ROLLER BEARING ADAPTER NOT IN DESIGNED POSITION
56	68	0	2150117A1	ROLLER BEARING ADAPTER CRACKED OR BROKEN
5	12	12	2150115B2	ROLLER BEARING-FAILURE TO DISASSEMBLE IF REQUIRED DUE TO DERAILMENT
13	25	8	2150115B1	ROLLER BEARING-FAILURE TO INSPECT IF INVOLVED IN DERAILMENT
1	1	1	2150115A6	ROLLER BEARING HAVING LOOSE OR MISSING CAP SCREW WITH CAP SCREW SEAL RINGS
1	1	0	2150115A5	ROLLER BEARING CAP SCREW LOCK APPLIED, MISSING, BROKEN
186	218	7	2150115A3	ROLLER BEARING SEAL LOOSE/DAMAGED PERMITTING LOSS OF LUBRICANT
4	4	0	2150115A2	ROLLER BEARING HAVING LOOSE OR MISSING CAP SCREW
5	5	1	2150115A1	ROLLER BEARING CAP SCREW LOCK IMPROPERLY APPLIED, BROKEN OR MISSING
1	1	0	2150113D1	PLAIN BEARING WEDGE NOT LOCATED IN DESIGNATED POSITION

1	1	0	2150113A1	PLAIN BEARING WEDGE MISSING
1	1	0	2150109E1	PLAIN BEARING BOX LUBE PAD MISSING
1	1	0	2150107C1	PLAIN BEARING BOX HAS FOREIGN MATTER THAT WILL DAMAGE BEARING OR PREVENT LUBE
2	4	0	2150107A2	TWO PLAIN BEARING BOXES DO NOT CONTAIN VISIBLE FREE OIL
2	2	0	2150105B1	AXLE WITH GOUGE BETWEEN WHEEL SEATS MORE THAN 1/8" DEEP
1	1	0	2150103H2	WHEEL OVERHEATED DISCOLORATION MORE THAN 4 1/2" ON BOTH SIDES OF WHEEL
4	5	0	2150103H1	WHEEL OVERHEATED DISCOLORATION MORE THAN 4" ON BOTH SIDES OF WHEEL
6	8	2	2150103F4	WHEEL HAS 2 ADJOINING FLAT/SHELLED SPOTS 1 AT LEAST 2" LONG; OTHER 2 1/2" OR LONGER
55	61	10	2150103F3	WHEEL HAS A SINGLE FLAT OR SHELLED SPOT 3" OR MORE IN LENGTH
23	23	0	2150103F2	WHEEL HAS TWO ADJOINING FLAT/SHELLED SPOTS EACH OF WHICH IS MORE THAN 2" IN LENGTH
180	201	4	2150103F1	WHEEL HAS FLAT/SHELLED SPOT MORE THAN 2 1/2" IN LENGTH
1	1	1	2150103E3	WHEEL HAS CHIP/GOUGE IN FLANGE 1 3/4" LENGTH AND 3/4" OR MORE IN WIDTH
3	3	0	2150103E1	WHEEL HAS CHIP/GOUGE IN FLANGE 1 1/2" LENGTH AND 1/2" OR MORE IN WIDTH
2	2	0	2150103D3	WHEEL PLATE CRACKED/BROKEN
3	3	2	2150103D2	WHEEL FLANGE CRACKED/BROKEN
10	10	2	2150103D1	WHEEL RIM CRACKED/BROKEN
2	2	0	2150103C1	WHEEL RIM THICKNESS IS 11/16" OR LESS
7	7	2	2150103B2	WHEEL FLANGE IS 1 5/8" OR MORE FROM THE TREAD TO TOP OF FLANGE
414	422	62	2150103B1	WHEEL FLANGE IS 1 1/2" OR MORE FROM THE TREAD TO TOP OF FLANGE
2	2	1	2150103A3	WHEEL FLANGE THICKNESS 3/4" OR LESS AT 3/8" ABOVE THE TREAD
8	8	2	2150103A2	WHEEL FLANGE THICKNESS 13/16" OR LESS AT 3/8" ABOVE THE TREAD
66	70	15	2150103A1	WHEEL FLANGE THICKNESS 7/8" OR LESS AT 3/8" ABOVE THE TREAD
44	76	4	2150013A2	FAILURE TO PERFORM APPENDIX D PRE-DEPARTURE INSPECTION
27	140	3	2150013A1	FAILURE TO PERFORM PRE-DEPARTURE INSPECTION
2	2	1	2150011B2	RAILROAD FAILS TO MAINTAIN WRITTEN RECORD OF THE BASIS FOR INSPECTOR DESIGNATION.
2	2	1	2150011A2	PERSONS DESIGNATED DON'T HAVE KNOWLEDGE/ABILITY TO INSPECT CARS FOR COMPLIANCE
7	7	1	2150011A1	RAILROAD FAILS TO DESIGNATE QUALIFIED PERSONS TO INSPECT FREIGHT CARS
20	20	1	2150009C1	IMPROPER OR NO RECORD FOR MOVEMENT OF DEFECTIVE CAR FOR REPAIRS
95	104	1	2150009A3	FAILURE TO PROVIDE THE REQUIRED INFORMATION ON TAG OR CARD
1	15	0	2150009A2	FAILURE TO PRESCRIBE REQUIREMENTS FOR MOVEMENT OF NON-COMPLYING CARS
30	49	7	2150009A1	FAILURE TO MEET CONDITIONS FOR MOVEMENT OF DEFECTIVE CARS FOR REPAIRS
3	3	0	214053304	Failure to maintain record for one year or failure to make record available to FRA for inspection and copying.
2	2	1	214053302	Failure of employer to effect repairs within seven days of receiving part or failure of employer to remove from service within 30 days any machine or
2	2	0	214053301	Failure of employer to order necessary part by the end of the next business day.
1	1	0	214053101	Failure to effect repairs within seven calendar days.
1	1	0	214052706	Seven-calendar-day period exceeded for non-complying automatic change-of- direction alarms, backup alarms, or 360-degree intermittent warning lights o
6	11	0	214052705	Failure to replace missing, defective, or discharged fire extinguisher with temporary replacement fire extinguisher or failure to replace permanently
32	39	1	214052702	Failure of operator to tag, date, or report non-complying machine condition in prescribed manner.

15	17	0	214052701	Failure of operator to check machine for compliance.
1	1	0	214052307	Non-complying alarms and warning lights/beacons not repaired or replaced in 7 calendar days.
10	14	0	214052306	Failure of operator to tag, date, or report non-complying hi-rail condition in prescribed manner.
7	12	0	214052305	Failure of operator to check hi-rail for compliance prior to using vehicle at start of work shift.
28	28	0	214052304	360-degree intermittent warning light or beacon missing, improperly mounted, or inoperable.
9	9	0	214052303	New hi-rail change-of-direction or backup alarm missing or fails to provide distinguishable 3-second audible signal.
27	41	0	214052302	Failure to keep hi-rail inspection record until the next annual inspection is performed or failure to make the record available to FRA for inspection
58	60	3	214052301	Failure to annually inspect hi-rail gear.
22	29	4	214052103	Failure to provide flagging kit to lead or trailing machines in a roadway work group.
26	31	1	214052102	Flagging kit does not comply with operating rules of the railroad that owns the trackage on which the equipment is being operated.
18	18	0	214052101	Flagging kit not provided for required machine or hi-rail that is not part of a roadway work group.
111	137	3	214051901	Floors, decks, stairs, and ladders improperly designed or not maintained to provide secure access and footing.
18	25	0	214051801	A safe and secure position for each roadway worker riding on the machine, other than the machine operator(s), is not clearly identified by stenciling,
3	3	0	214051706	Failure to retrofit with a turntable restraint device or warning light.
4	5	0	214051705	Failure to install safety glass or replace when defective.
10	11	0	214051704	Failure to retrofit with reflective material, reflective device, or operable brake lights.
7	9	0	214051703	Failure to clearly display known light weight of machine.
4	6	0	214051701	Failure to retrofit with change-of-direction alarm, rearview mirror, or other rearward viewing device.
4	4	0	214051303	Illumination device or portable light missing, inoperable, or improperly secured, or fails to illuminate for 300 feet.
1	1	0	214051301	Safe and secure position and protection from moving parts inside cab not provided to roadway worker riding machine.
18	18	0	214051102	Automatic change-of-direction alarm is missing or fails to provide distinguishable, 3-second audible signal.
5	6	0	214051101	Horn or audible device is missing or fails to produce enough sound within the work area to provide warning or has a triggering mechanism not clearly i
2	2	0	214050905	Visual reflective equipment that aids in rearward viewing, such as rearview mirrors, missing or broken.
13	18	0	214050904	Brake light fails to activate by braking system, is missing or broken, or fails to illuminate for 300 feet.
52	57	0	214050903	360-degree intermittent warning light or beacon missing, improperly mounted, or inoperable.
4	4	0	214050902	Work lights missing, broken, or inoperable during required times or in dark areas.
16	16	0	214050901	Illumination device missing, broken, inoperable, or fails to illuminate for 300 feet.
5	14	0	214050710	New machine without conspicuous display of as-built light weight.
16	22	0	214050707	Failure to equip new machine with operative and charged fire extinguisher.
23	25	0	214050706	Failure to equip new machine with readily accessible first aid kit as required.
1	1	0	214050704	Failure to equip new machine with windshield, power windshield wipers or suitable alternative providing equivalent level of vision.
4	4	0	214050702	Failure to equip new machine with handholds, handrails, or a secure seat & cab protection from moving machine parts.
5	5	0	214050303	Employer failed to have or follow written procedures to resolve good-faith challenges of roadway maintenance machines or hi-rail vehicles that do not

1	1	0	214050301	Failure of employee to notify employer that the machine or vehicle does not comply with FRA regulations or has a condition inhibiting safe operation.
5	6	0	214034313	FAILURE TO PROVIDE RECORDS OF QUALIFICATIONS TO FRA
3	8	6	214034311	INCOMPLETE RECORDS OF QUALIFICATIONS
9	11	1	214034309	FAILURE TO MAINTAIN RECORDS OF QUALIFICATIONS
7	11	0	214034307	ASSIGNMENT OF NON-QUALIFIED RAILROAD EMPLOYEES TO PROVIDE ON-TRACK SAFETY
11	48	0	214034305	FAILURE TO PROVIDE ANNUAL TRAINING
28	43	11	214034303	FAILURE TO PROVIDE INITIAL TRAINING
3	3	1	214034301	FAILURE OF RAILROAD PROGRAM TO INCLUDE TRAINING PROVISIONS
1	1	0	214034111	ROADWAY MAINTENANCE MACHINE NOT CLEAR OF PASSING TRAINS
2	2	1	214034109	ROADWAY WORKER WORKING WITH UNFAMILIAR MACHINE
7	7	1	214034107	OPERATOR UNFAMILIAR WITH SAFETY INSTRUCTIONS FOR MACHINE
1	1	1	214034105	ASSIGNMENT OF NON-QUALIFIED EMPLOYEE TO OPERATE MACHINE
44	52	1	214034103	FAILURE TO PROVIDE OPERATING INSTRUCTIONS
207	224	34	214033903	FAILURE OF TRAIN TO GIVE AUDIBLE WARNING WHERE REQUIRED
11	13	3	214033901	FAILURE TO REQUIRE AUDIBLE WARNING FROM TRAINS
7	7	0	214033723	FAILURE TO PRODUCE WRITTEN STATEMENT OF ON-TRACK SAFETY TO FRA
1	1	0	214033721	INCOMPLETE WRITTEN STATEMENT OF ON-TRACK SAFETY
8	8	0	214033719	FAILURE TO PREPARE WRITTEN STATEMENT OF ON-TRACK SAFETY
2	2	0	214033717	LONE WORKER UNABLE TO MAINTAIN VIGILANT LOOKOUT
2	2	0	214033715	FAILURE TO MAINTAIN ACCESS TO PLACE OF SAFETY CLEAR OF LIVE TRACKS
1	1	0	214033709	USE OF INDIVIDUAL TRAIN DETECTION WITH INSUFFICIENT VISIBILITY
2	2	0	214033707	USE OF INDIVIDUAL TRAIN DETECTION IN CONTROLLED POINT OR MANUAL INTERLOCKING
1	5	0	214033703	INDIVIDUAL TRAIN DETECTION USED BY NON-QUALIFIED EMPLOYEE
4	4	1	214033505	FAILURE TO PROVIDE TRAIN APPROACH WARNING OR WORKING LIMITS ON ADJACENT TRACK WHERE REQUIRED
6	6	0	214033503	MEMBER OF ROADWAY WORK GROUP FOULING A TRACK WITHOUT AUTHORITY OF EMPLOYEE IN CHARGE
18	39	13	214033501	FAILURE TO PROVIDE ON-TRACK SAFETY FOR A MEMBER OF A ROADWAY WORK GROUP
1	1	0	214032917	FAILURE TO PROPERLY EQUIP A WATCHMAN/LOOKOUT
1	1	0	214032913	ASSIGNMENT OF NON-QUALIFIED PERSON AS WATCHMAN/LOOKOUT
8	8	2	214032905	ASSIGNMENT OF OTHER DUTIES TO WATCHMAN/LOOKOUT
22	22	2	214032903	FAILURE OF WATCHMAN/LOOKOUT TO GIVE FULL ATTENTION TO DETECTING APPROACH OF TRAIN
4	4	0	214032901	FAILURE TO GIVE TIMELY WARNING OF APPROACHING TRAIN
1	1	0	214032707	UNAUTHORIZED TRAIN OR EQUIPMENT LOCATED WITHIN INACCESSIBLE TRACK LIMITS
70	76	9	214032701	IMPROPER CONTROL OF ENTRY TO INACCESSIBLE TRACK
2	2	0	214032303	FAILURE TO REPEAT FOUL TIME AUTHORITY TO ISSUING EMPLOYEE
1	1	0	214032115	MOVEMENT WITHIN LIMITS OF EXCLUSIVE TRACK OCCUPANCY EXCEEDING RESTRICTED SPEED WITHOUT AUTHORITY OF ROADWAY WORKER IN CHARGE
1	1	0	214032113	MOVEMENT AUTHORIZED WITHIN LIMITS OF EXCLUSIVE TRACK OCCUPANCY WITHOUT AUTHORITY OF ROADWAY WORKER IN CHARGE
6	6	5	214032111	MOVEMENT AUTHORIZED INTO LIMITS OF EXCLUSIVE TRACK OCCUPANCY WITHOUT AUTHORITY OF ROADWAY WORKER IN CHARGE
7	7	0	214032109	LIMITS OF EXCLUSIVE TRACK OCCUPANCY NOT IDENTIFIED BY PROPER PHYSICAL FEATURES.
1	1	0	214032105	FAILURE TO RETAIN POSSESSION OF WRITTEN AUTHORITY FOR EXCLUSIVE TRACK OCCUPANCY.

4	4	1	214032101	IMPROPER TRANSMISSION OF AUTHORITY FOR EXCLUSIVE TRACK OCCUPANCY.
1	1	0	214031907	WORKING LIMITS RELEASED BEFORE ALL AFFECTED ROADWAY WORKERS ARE OTHERWISE PROTECTED
2	2	1	214031905	WORKING LIMITS RELEASED WITHOUT NOTIFYING ALL AFFECTED ROADWAY WORKERS
4	4	1	214031901	NON-QUALIFIED ROADWAY WORKER IN CHARGE OF WORKING LIMITS
3	3	0	214031701	ON-TRACK SAFETY RULES CONFLICT WITH THIS PART
1	10	0	214031519	FAILURE OF EMPLOYER TO PROVIDE MEANS FOR LONE WORKER TO RECEIVE DAILY JOB BRIEFING
2	2	0	214031517	FAILURE OF LONE WORKER TO COMMUNICATE WITH DESIGNATED EMPLOYEE FOR DAILY JOB BRIEFING.
1	1	0	214031515	FAILURE TO NOTIFY ROADWAY WORKERS OF CHANGE IN ON-TRACK SAFETY PROCEDURES.
5	5	0	214031513	INCORRECT INFORMATION PROVIDED TO ROADWAY WORKERS REGARDING ON-TRACK SAFETY PROCEDURES IN EFFECT.
7	7	0	214031511	FAILURE TO NOTIFY ROADWAY WORKERS OF ON-TRACK SAFETY PROCEDURES IN EFFECT.
3	3	0	214031509	DESIGNATION OF NON-QUALIFIED ROADWAY WORKER IN CHARGE OF ROADWAY WORK GROUP
2	2	0	214031507	DESIGNATION OF MORE THAN ONE ROADWAY WORKER IN CHARGE OF ONE ROADWAY WORK GROUP.
6	8	0	214031505	FAILURE TO DESIGNATE ROADWAY WORKER IN CHARGE OF ROADWAY WORK GROUP
66	79	1	214031503	INCOMPLETE JOB BRIEFING
14	14	1	214031501	FAILURE OF EMPLOYER TO PROVIDE JOB BRIEFING
57	73	5	214031303	ROADWAY WORKER FOULING A TRACK WITHOUT ASCERTAINING THAT PROVISION IS MADE FOR ON-TRACK SAFETY
21	30	2	214031301	ROADWAY WORKER FOULING A TRACK WHEN NOT NECESSARY IN THE PERFORMANCE OF DUTY
16	17	0	214030903	ON-TRACK SAFETY PROGRAM DOCUMENTS ISSUED IN FRAGMENTS
28	29	1	214030901	ON-TRACK SAFETY MANUAL NOT PROVIDED TO PRESCRIBED EMPLOYEES
9	9	0	214030703	FAILURE TO DESIGNATE PRIMARY PERSON TO CONTACT FOR PROGRAM REVIEW
3	3	0	214030701	FAILURE TO NOTIFY FRA OF ADOPTION OF ON-TRACK SAFETY PROGRAM
6	6	0	214030501	FAILURE OF A RAILROAD TO COMPLY BY THE SPECIFIED DATES
8	11	0	214030303	ON-TRACK SAFETY PROGRAM OF A RAILROAD INCLUDES NO INTERNAL MONITORING PROCEDURE.
11	11	2	214030301	FAILURE OF A RAILROAD TO IMPLEMENT AN ON-TRACK SAFETY PROGRAM.
1	1	0	214011703	FAILURE TO USE EYE AND FACE PROTECTION.
2	2	0	214011303	FAILURE TO USE HEAD PROTECTION.
1	1	0	214010711	FAILURE TO PROVIDE BOAT OR SKIFF.
1	1	0	214010709	FAILURE TO USE RING BUOYS.
3	5	0	214010707	FAILURE TO PROVIDE RING BUOYS.
1	1	0	214010705	FAILURE TO INSPECT FLOATATION EQUIPMENT.
1	1	0	214010703	FAILURE TO USE LIFE VEST.
1	1	0	214010701	FAILURE TO PROVIDE LIFE VEST.
1	1	0	214010519	214010519
3	3	2	214010511	FAILURE TO PROVIDE FOR PROMPT RESCUE AFTER FALL.
2	2	2	214010509	FAILURE TO TRAIN PERSONNEL USING FALL PROTECTION EQUIPMENT.
4	6	0	214010303	FAILURE TO USE FALL PROTECTION.
11	12	3	214010301	FAILURE TO PROVIDE FALL PROTECTION.
1	1	0	213036906	FAILURE TO MAKE RECORDS AVAILABLE FOR COPYING AND INSPECTION.

4	4	0	213036905	FAILURE OF RAIL INSPECTION RECORD TO PROVIDE REQUIRED INFORMATION.
3	3	0	213036904	FAILURE OF INSPECTOR TO PROVIDE REQUIRED INFORMATION.
1	1	0	213035706	LOOSE, WORN, OR DEFECTIVE PARTS OF DERAIL.
1	1	0	213035705	IMPROPERLY INSTALLED DERAIL.
1	1	0	213035334	TREAD PORTION OF FROG WORN IN EXCESS OF ALLOWABLE.
1	1	0	213035326	INSECURE SWITCH STAND OR SWITCH MACHINE.
1	1	0	213035325	HEEL OF SWITCH INSECURE.
1	1	0	213035324	EXCESSIVE LATERAL OR VERTICAL MOVEMENT OF SWITCH POINT.
1	1	0	213035322	IMPROPER FIT BETWEEN SWITCH POINT AND STOCK RAIL.
1	1	0	213035314	LOOSE, WORN OR MISSING GUARD RAIL CLAMPS, WEDGE, SEPARATOR BLOCK, END BLOCK, OR OTHER COMPONENT.
13	13	0	213035313	LOOSE, WORN, OR MISSING GUARD RAIL BOLTS.
9	14	0	213035312	LOOSE, WORN, OR MISSING FROG BOLTS.
2	2	0	213035311	LOOSE OR MISSING SWITCH POINT STOPS.
6	7	0	213035309	LOOSE OR MISSING ADJUSTABLE RAIL BRACES.
1	1	0	213035308	LOOSE OR MISSING RIGID RAIL BRACES.
1	1	0	213035307	WORN OR MISSING COTTER PINS.
3	3	0	213035305	LOOSE, WORN, OR DEFECTIVE SWITCH ROD.
1	1	0	213035108	LOOSE JOINT BARS.
5	5	0	213035107	LESS THAN 2 BOLTS PER RAIL AT ANY JOINT IN CONTINUOUS WELDED RAIL.
3	3	0	213035105	LESS THAN 2 BOLTS PER RAIL AT EACH JOINT FOR CONVENTIONAL JOINTED RAIL.
2	2	0	213035103	CENTER CRACKED OR BROKEN JOINT BAR.
1	1	0	213034902	RAIL-END MISMATCH ON GAGE SIDE OF RAIL EXCEEDS ALLOWABLE.
1	1	0	213033705	SPLIT WEB
2	2	0	213033507	FEWER THAN THREE NON-DEFECTIVE TIES EACH SIDE OF A DEFECTIVE TIE.
1	1	0	213033503	CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK.
2	2	0	213033502	NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT.
1	1	0	213033501	FEWER THAN MINIMUM ALLOWABLE NUMBER OF NON-DEFECTIVE TIES PER 39 FEET.
5	6	0	213033402	FOULED BALLAST
1	1	0	213032109	VEGETATION BRUSHING SIDES OF ROLLING STOCK.
41	78	0	213032105	VEGETATION PREVENTS PROPER FUNCTIONING OF SIGNAL AND/OR COMMUNICATION LINES.
3	3	0	213032104	VEGETATION INTERFERES WITH RAILROAD EMPLOYEES PERFORMING NORMAL TRACKSIDE DUTIES.
22	23	0	213032102	VEGETATION OBSTRUCTS VISIBILITY OF RAILROAD SIGNS AND FIXED SIGNALS.
3	3	0	213031902	DRAINAGE OR WATER-CARRYING FACILITY OBSTRUCTED BY DEBRIS.
2	2	0	213024115	213024115
89	176	9	213024114	ELECTRONIC STORAGE NOT INITIATED WITHIN 24 HOURS.
1	4	0	213024113	INSPECTION REPORTS NOT AVAILABLE TO INSPECTOR OR SUBSEQUENT INSPECTORS.
2	3	0	213024112	PAPER COPIES OF RECORDS NOT MADE AVAILABLE FOR INSPECTION AND COPYING.
3	4	0	213024111	ELECTRONIC SYSTEM CORRUPTS OR LOSSES DATA.
1	4	0	213024108	ELECTRONIC SYSTEM ALLOWS RECORD OR AMENDMENTS TO BE MODIFIED.
2	5	0	213024107	ELECTRONIC SYSTEM DOES NOT MAINTAIN THE INTEGRITY OF EACH RECORD.
101	564	422	213024106	FAILURE TO MAKE RECORDS AVAILABLE FOR COPYING AND INSPECTION.
15	36	0	213024105	FAILURE OF RAIL INSPECTION RECORD TO PROVIDE REQUIRED INFORMATION.
612	2,702	103	213024104	FAILURE OF INSPECTOR TO PROVIDE REQUIRED INFORMATION.

85	355	0	213024103	FAILURE OF INSPECTOR TO SIGN REPORT.
55	311	3	213024102	FAILURE OF INSPECTOR TO COMPLETE REPORT AT TIME OF INSPECTION.
160	968	22	213024101	FAILURE TO KEEP RECORDS AS REQUIRED.
1	1	0	213023703	DEFECTIVE RAIL NOT MARKED PROPERLY.
1	2	0	213023504	FAILURE TO OPERATE SPECIFIED SWITCHES IN CLASSES 3 THROUGH 5.
1	6	0	213023503	FAILURE TO INSPECT LIFT RAIL ASSEMBLIES OR OTHER TRANSITION DEVICES ON MOVEABLE BRIDGES AT REQUIRED FREQUENCY.
1	2	0	213023502	FAILURE TO INSPECT TRACK CROSSINGS AT REQUIRED FREQUENCY.
49	1,776	0	213023501	FAILURE TO INSPECT TURNOUTS AT REQUIRED FREQUENCY.
26	131	0	213023309	SIDING TRACK NOT TRAVERSED WITHIN THE REQUIRED FREQUENCY.
6	21	0	213023308	MAIN TRACK NOT TRAVERSED WITHIN THE REQUIRED FREQUENCY.
1	1	0	213023307	INSPECTION PERFORMED ON TRACK OUTSIDE OF MAXIMUM ALLOWABLE TRACK CENTER DISTANCES.
97	376	60	213023304	FAILURE TO INITIATE REMEDIAL ACTION FOR DEVIATIONS FOUND.
145	401	31	213023303	FAILURE TO INSPECT AT REQUIRED FREQUENCY.
1	1	0	213023301	TRACK INSPECTED BY OTHER THAN QUALIFIED DESIGNATED INDIVIDUAL.
83	83	0	213020506	LOOSE, WORN, OR DEFECTIVE PARTS OF DERAIL.
93	95	0	213020505	IMPROPERLY INSTALLED DERAIL.
13	13	0	213020504	IMPROPER SIZE DERAIL.
18	18	0	213020502	DERAIL OPERABLE WHEN LOCKED.
33	35	0	213020501	DERAIL NOT CLEARLY VISIBLE.
36	39	0	213014303	CRACKED OR BROKEN GUARD RAIL.
21	21	0	213014302	GUARD FACE GAGE EXCEEDS ALLOWABLE.
1,215	1,252	43	213014301	GUARD CHECK GAGE LESS THAN ALLOWABLE.
119	123	0	213014101	RAISED GUARD WORN EXCESSIVELY.
337	347	0	213013907	EXCESSIVE CLEARANCE BETWEEN HOLD-DOWN HOUSING AND HORN.
172	173	0	213013906	INSUFFICIENT TENSION IN SPRING TO HOLD WING RAIL AGAINST POINT RAIL.
2	2	0	213013905	HEAD AND WEB SEPARATION IN FROG.
9	9	1	213013904	BOLT-HOLE DEFECT IN FROG.
56	56	0	213013903	TIES UNDER OR WING RAIL NOT SOLIDLY TAMPED.
134	134	0	213013902	TOE OF WING RAIL NOT FULLY BOLTED AND TIGHT.
42	42	0	213013901	OUTER EDGE OF WHEEL CONTACTING SIDE OF SPRING WING RAIL.
626	655	0	213013799	SEVERE FROG CONDITION NOT OTHERWISE PROVIDED. (ADVISORY ONLY CANNOT BE USE SOLELY TO RECOMMEND VIOLATION)
1,145	1,166	21	213013703	TREAD PORTION OF FROG WORN IN EXCESS OF ALLOWABLE.
118	118	0	213013702	FROG POINT CHIPPED, BROKEN, OR WORN IN EXCESS OF ALLOWABLE.
282	284	4	213013701	INSUFFICIENT FLANGEWAY DEPTH.
1	1	0	213013513	USE OF TONGUE AND PLAIN MATE WHERE SPEEDS EXCEED CLASS ONE.
198	200	0	213013512	IMPROPER SWITCH CLOSURE DUE TO METAL FLOW.
506	509	3	213013511	UNUSUALLY CHIPPED OR WORN SWITCH POINT.
32	34	0	213013510	SWITCH POSITION INDICATOR NOT CLEARLY VISIBLE.
24	24	6	213013509	THROW LEVER OPERABLE WITH SWITCH LOCK OR KEEPER IN PLACE.
135	144	0	213013508	INSECURE CONNECTING ROD.
732	737	6	213013507	INSECURE SWITCH STAND OR SWITCH MACHINE.
3,900	4,108	11	213013506	HEEL OF SWITCH INSECURE.

271	288	2	213013505	EXCESSIVE LATERAL OR VERTICAL MOVEMENT OF SWITCH POINT.
135	136	0	213013504	OUTER EDGE OF WHEEL CONTACTING GAGE SIDE OF STOCK RAIL.
1,593	1,613	1	213013503	IMPROPER FIT BETWEEN SWITCH POINT AND STOCK RAIL.
10	10	0	213013502	STOCK RAIL CANTED BY OVERTIGHTENING RAIL BRACES.
646	699	3	213013501	STOCK RAIL NOT SECURELY SEATED IN SWITCH PLATES.
640	1,176	12	213013320	TURNOUT OR TRACK CROSSING FASTENINGS NOT INTACT OR MAINTAINED.
40	40	0	213013319	FLANGEWAY LESS THAN 1 1/2 INCHES WIDE.
129	142	0	213013318	INSUFFICIENT ANCHORAGE TO RESTRAIN RAIL MOVEMENT.
5	5	0	213013317	OBSTRUCTION IN FLANGEWAY OF GUARD RAIL.
4	4	0	213013316	OBSTRUCTION IN FLANGEWAY OF FROG.
17	17	0	213013315	OBSTRUCTION BETWEEN SWITCH POINT AND STOCK RAIL.
1,085	1,138	1	213013314	LOOSE, WORN OR MISSING GUARD RAIL CLAMPS, WEDGE, SEPARATOR BLOCK, END BLOCK, OR OTHER COMPONENTS.
2,340	2,560	2	213013313	LOOSE, WORN, OR MISSING GUARD RAIL BOLTS.
5,890	6,235	5	213013312	LOOSE, WORN, OR MISSING FROG BOLTS.
460	478	6	213013311	LOOSE OR MISSING SWITCH POINT STOPS.
485	543	2	213013310	MISSING SWITCH, FROG, OR GUARD RAIL PLATES.
4,017	4,299	10	213013309	LOOSE OR MISSING ADJUSTABLE RAIL BRACES.
506	562	1	213013308	LOOSE OR MISSING RIGID RAIL BRACES.
1,417	1,543	8	213013307	WORN OR MISSING COTTER PINS.
497	540	0	213013306	LOOSE, WORN, OR MISSING SWITCH ROD BOLTS.
233	271	0	213013305	LOOSE, WORN, OR DEFECTIVE SWITCH ROD.
651	663	3	213013304	LOOSE, WORN, OR DEFECTIVE CONNECTING ROD FASTENING.
91	93	0	213013303	LOOSE, WORN, OR DEFECTIVE CONNECTING ROD.
789	830	6	213013302	LOOSE, WORN, OR MISSING CLIP BOLTS (TRANSIT, SIDE JAW, ECCENTRIC, VERTICAL).
240	617	10	213013301	LOOSE, WORN, OR MISSING SWITCH CLIPS.
100	108	1	213012702	213012702
2,170	2,736	1	213012701	INSUFFICIENT FASTENERS IN A 39-FOOT TRACK SEGMENT.
636	1,276	4	213012302	OBJECT BETWEEN BASE OF RAIL AND THE BEARING SURFACE OF THE TIE PLATE CAUSING CONCENTRATED LOAD.
9	10	0	213012301	INSUFFICIENT TIE PLATES IN CLASS 3 THROUGH 5 TRACK.
4	4	0	213012204	TRAIN SPEED EXCEEDS ALLOWABLE OVER NON-INVENTORIED TORCH CUT RAIL.
7	7	1	213012201	TORCH CUT RAIL APPLIED IN CLASS 3 THROUGH 5 TRACK FOR OTHER THAN EMERGENCY.
23	23	0	213012118	213012118
1,009	1,072	0	213012117	213012117
61	67	1	213012115	213012115
6	6	0	213012114	213012114
450	510	0	213012113	213012113
6	6	0	213012112	213012112
12	16	1	213012111	213012111
2	2	0	213012110	JOINT BAR RECONFIGURED BY TORCH CUTTING IN CLASSES 3 THROUGH 5 TRACK.
2	3	0	213012109	TORCH-CUT OR BURNED-BOLT HOLE IN RAIL IN CLASSES 2 THROUGH 5 TRACK.
2,346	4,900	19	213012108	LOOSE JOINT BARS.
1,413	1,497	1	213012107	LESS THAN 2 BOLTS PER RAIL AT ANY JOINT IN CONTINUOUS WELDED RAIL.
				LESS THAN 1 BOLT PER RAIL AT EACH JOINT FOR CONVENTIONAL JOINTED RAIL IN CLASS 1

946	1,193	5	213012106	TRACK.
2,705	3,552	17	213012105	LESS THAN 2 BOLTS PER RAIL AT EACH JOINT FOR CONVENTIONAL JOINTED RAIL IN CLASSES 2 THROUGH 5 TRACK.
8	9	0	213012104	WORN JOINT BAR ALLOWS EXCESSIVE VERTICAL MOVEMENT OF RAIL IN JOINT IN CLASSES 3 THROUGH 5 TRACK.
4,503	5,147	26	213012103	CENTER CRACKED OR BROKEN JOINT BAR.
42	44	0	213012102	CRACKED OR BROKEN JOINT BAR IN CLASSES 3 THROUGH 5 TRACK (OTHER THAN CENTER-BREAK).
393	501	3	213012101	RAIL JOINT NOT OF STRUCTURALLY SOUND DESIGN AND DIMENSION.
1	2	0	213011914	213011914
8	26	0	213011912	213011912
2	2	0	213011911	213011911
92	97	0	213011910	213011910
1	1	0	213011907	213011907
1	1	0	213011906	213011906
1	1	0	213011905	213011905
5	7	1	213011904	FAILURE TO KEEP CWR RECORDS AS REQUIRED.
5	5	1	213011903	FAILURE OF TRACK OWNER TO DEVELOP A TRAINING PROGRAM FOR THE IMPLEMENTATION OF THEIR WRITTEN CWR PROCEDURES.
300	397	15	213011902	FAILURE TO COMPLY WITH WRITTEN CWR PROCEDURES.
9	9	0	213011901	FAILURE OF TRACK OWNER TO DEVELOP AND IMPLEMENT WRITTEN CWR PROCEDURES.
4	4	0	213011504	213011504
3	4	0	213011503	213011503
157	177	1	213011502	RAIL-END MISMATCH ON GAGE SIDE OF RAIL EXCEEDS ALLOWABLE.
170	192	0	213011501	RAIL-END MISMATCH ON TREAD OF RAIL EXCEEDS ALLOWABLE.
5	5	0	213011316	RAIL DEFECT ORIGINATING FROM BOND WIRE ATTACHMENT
26	29	0	213011315	FLATTENED RAIL
18	19	0	213011314	DAMAGED RAIL
29	29	2	213011313	BROKEN OR DEFECTIVE WELD
176	180	2	213011312	ORDINARY BREAK
16	21	1	213011311	ENGINE BURN FRACTURE
38	40	5	213011310	DETAIL FRACTURE
79	80	1	213011309	BROKEN BASE
542	561	3	213011308	HEAD WEB SEPARATION
724	761	6	213011307	BOLT-HOLE CRACK
5	6	0	213011305	SPLIT WEB
766	784	14	213011304	VERTICAL SPLIT HEAD
87	91	0	213011303	HORIZONTAL SPLIT HEAD
3	3	0	213011302	COMPOUND FISSURE
27	28	0	213011301	TRANSVERSE FISSURE
25	29	2	213011016	GAGE WIDENING EXCEEDS ALLOWABLE MEASURED WITH PTLF
1	1	0	213010906	TRACK CONSTRUCTED WITHOUT CROSSTIES DOES NOT EFFECTIVELY SUPPORT TRACK STRUCTURE.
154	180	5	213010905	FEWER THAN MINIMUM ALLOWABLE NUMBER OF NON-DEFECTIVE TIES PER 39 FEET FOR TURNOUTS AND CURVED TRACK OVER 2 DEGREES.
1,620	2,286	62	213010904	FEWER THAN MINIMUM ALLOWABLE NUMBER OF NON-DEFECTIVE TIES PER 39 FEET FOR

				TANGENT AND CURVED TRACK LESS THAN 2 DEGREES.
5,402	7,196	31	213010903	CROSSTIES NOT EFFECTIVELY DISTRIBUTED TO SUPPORT A 39-FOOT SEGMENT OF TRACK.
6,215	7,839	76	213010902	NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT.
3	4	0	213010901	FEWER THAN MINIMUM ALLOWABLE NUMBER OF NON-DEFECTIVE TIES PER 39 FEET. [NOT USED AFTER 09/21/00]
4,256	4,594	46	213010302	FOULED BALLAST
429	466	3	213010301	INSUFFICIENT BALLAST
14	14	0	213006313	CROSSLEVEL DIFFERENCES FOR SIX OR MORE CONSECUTIVE PAIRS OF STAGGERED JOINTS EXCEEDS ALLOWABLE.
2	2	0	213006312	DIFFERENCE IN CROSSLEVEL WITHIN 62-FEET BETWEEN A POINT ON A CURVE THAT EQUALS OR EXCEEDS 6-INCHES AND A POINT WITH GREATER ELEVATION EXCEED ALLOWABLE
8	8	0	213006311	VARIATION IN CROSSLEVEL PER 31-FEET EXCEEDS ALLOWABLE ON RESTRICTED LENGTH SPIRAL.
20	20	0	213006310	REVERSE ELEVATION ON CURVE EXCEEDS ALLOWABLE.
39	46	3	213006309	DIFFERENCE IN CROSSLEVEL BETWEEN ANY TWO POINTS LESS THAN 62-FEET APART ON SPIRALS EXCEEDS ALLOWABLE.
95	98	6	213006308	DIFFERENCE IN CROSSLEVEL BETWEEN ANY TWO POINTS LESS THAN 62-FEET APART ON CURVES BETWEEN SPIRALS EXCEEDS ALLOWABLE.
289	322	25	213006307	DIFFERENCE IN CROSSLEVEL BETWEEN ANY TWO POINTS LESS THAN 62-FEET APART ON TANGENTS EXCEEDS ALLOWABLE.
999	1,050	35	213006305	DEVIATION FROM ZERO CROSSLEVEL AT ANY POINT ON TANGENT EXCEEDS ALLOWABLE.
590	617	70	213006302	DEVIATION FROM UNIFORM PROFILE ON EITHER RAIL EXCEEDS ALLOWABLE.
38	40	2	213006301	RUNOFF IN ANY 31-FEET OF RAIL AT END OF RAISE EXCEEDS ALLOWABLE.
1	1	0	213005706	MAXIMUM CROSSLEVEL ON CURVE EXCEEDS ALLOWABLE.
1	1	1	213005703	OPERATING SPEED EXCEEDS ALLOWABLE FOR 4-INCHES OF UNBALANCE, BASED ON CURVATURE AND ELEVATION.
3	3	0	213005503	ALINEMENT DEVIATION OF CURVED TRACK EXCEEDS ALLOWABLE FOR A 31-FOOT CHORD.
18	19	0	213005502	ALINEMENT DEVIATION OF CURVED TRACK EXCEEDS ALLOWABLE FOR A 62-FOOT CHORD.
20	20	1	213005501	ALINEMENT DEVIATION OF TANGENT TRACK EXCEEDS ALLOWABLE.
18	19	3	213005305	GAGE DIMENSION EXCEEDS ALLOWABLE FOR EXCEPTED TRACK.
67	71	1	213005304	GAGE DIMENSION IS LESS THAN ALLOWABLE ON CURVED TRACK.
937	990	74	213005303	GAGE DIMENSION EXCEEDS ALLOWABLE ON CURVED TRACK.
341	362	14	213005302	GAGE DIMENSION IS LESS THAN ALLOWABLE ON TANGENT TRACK.
152	153	15	213005301	GAGE DIMENSION EXCEEDS ALLOWABLE ON TANGENT TRACK.
43	47	0	213003710	VEGETATION OBSTRUCTS VISIBILITY OF GRADE CROSSING WARNING SIGNS AND SIGNALS BY THE TRAVELING PUBLIC.
961	1,267	0	213003709	VEGETATION BRUSHING SIDES OF ROLLING STOCK.
353	548	28	213003708	EXCESSIVE VEGETATION IN TOEPATHS AND AROUND SWITCHES WHERE EMPLOYEES ARE PERFORMING NORMAL TRACKSIDE DUTIES.
3	3	0	213003707	EXCESSIVE VEGETATION AT TRAIN MEETING POINTS PREVENTS PROPER INSPECTION BY RAILROAD EMPLOYEES OF MOVING EQUIPMENT.
94	305	0	213003705	VEGETATION PREVENTS PROPER FUNCTIONING OF SIGNAL AND/OR COMMUNICATION LINES.
345	372	10	213003704	VEGETATION INTERFERES WITH RAILROAD EMPLOYEES PERFORMING NORMAL TRACKSIDE DUTIES.
3	3	0	213003703	VEGETATION OBSTRUCTS PASSING OF DAY AND NIGHT SIGNALS BY RAILROAD EMPLOYEES.
508	592	10	213003702	VEGETATION OBSTRUCTS VISIBILITY OF RAILROAD SIGNS AND FIXED SIGNALS.
281	301	1	213003701	COMBUSTIBLE VEGETATION AROUND TRACK-CARRYING STRUCTURES.
66	69	1	213003307	UNCONTROLLED WATER UNDERCUTTING TRACK STRUCTURE OR EMBANKMENT.

715	897	0	213003306	DRAINAGE OR WATER-CARRYING FACILITY DETERIORATED TO ALLOW SUBGRADE SATURATION.
131	132	0	213003305	DRAINAGE OR WATER-CARRYING FACILITY OBSTRUCTED BY SILTING.
31	31	0	213003304	DRAINAGE OR WATER-CARRYING FACILITY OBSTRUCTED BY VEGETATION.
70	71	3	213003303	DRAINAGE OR WATER-CARRYING FACILITY COLLAPSED.
666	857	3	213003302	DRAINAGE OR WATER-CARRYING FACILITY OBSTRUCTED BY DEBRIS.
419	501	1	213003301	DRAINAGE OR WATER-CARRYING FACILITY NOT MAINTAINED.
5	38	22	213000901	FAILURE TO RESTORE OTHER THAN EXCEPTED TRACK TO COMPLIANCE WITH CLASS 1 STDS. WITHIN 30 DAYS AFTER A PERSON DESIGNATED UNDER 213.7(A) HAS DETERMINED T
10	13	2	213000707	213000707
2	2	0	213000706	213000706
1	1	1	213000703	FAILURE TO USE QUALIFIED PERSON TO PASS TRAINS OVER BROKEN RAILS OR PULL APARTS.
2	5	0	213000702	FAILURE OF TRACK OWNER TO PROVIDE WRITTEN AUTHORIZATION TO QUALIFIED DESIGNATED INDIVIDUALS.
3	3	1	213000402	EXCEPTED TRACK SEGMENT LOCATED WITHIN 30 FEET OF AN ADJACENT TRACK SUBJECT TO SIMULTANEOUS OPERATION AT SPEEDS IN EXCESS OF 10 MPH.
2	2	0	213000401	EXCEPTED TRACK SEGMENT NOT IDENTIFIED IN APPROPRIATE RECORD.
1	1	0	2090407A	FAILURE TO SUBMIT DELAYED REMEDIAL ACTION REPORT
36	71	64	2090405A	FAILURE TO SUBMIT PROPER REMEDIAL ACTION REPORT
3	3	0	1800605H1	REQUIREMENTS FOR PERIODIC TESTING, INSPECTION AND REPAIR OF PORTABLE TANKS
1	1	0	1800517B	MISSING INSPECTION AND TEST REPORT
15	15	0	1800515A	MARKINGS.
1	1	0	1800513A	REPAIRS, ALTERATIONS, CONVERSIONS, AND MODIFICATIONS.
5	5	0	1800509L3	REQUIREMENTS FOR INSPECTION AND TEST OF SPECIFICATION TANK CARS.
1	1	0	1800509L	REQUIREMENTS FOR INSPECTION AND TEST OF SPECIFICATION TANK CARS.
1	1	0	1800509J1	REQUIREMENTS FOR INSPECTION AND TEST OF SPECIFICATION TANK CARS.
2	2	0	1800509I	REQUIREMENTS FOR INSPECTION AND TEST OF SPECIFICATION TANK CARS.
2	2	0	1800509D6	REQUIREMENTS FOR INSPECTION AND TEST OF SPECIFICATION TANK CARS.
1	1	0	1800509C3II	REQUIREMENTS FOR INSPECTION AND TEST OF SPECIFICATION TANK CARS.
1	1	1	1800509C3I	REQUIREMENTS FOR INSPECTION AND TEST OF SPECIFICATION TANK CARS.
1	1	0	1800509C3	REQUIREMENTS FOR INSPECTION AND TEST OF SPECIFICATION TANK CARS.
1	1	1	1800509C	REQUIREMENTS FOR INSPECTION AND TEST OF SPECIFICATION TANK CARS.
1	1	1	1800509B2	REQUIREMENTS FOR INSPECTION AND TEST OF SPECIFICATION TANK CARS.
2	2	0	1800509A1	REQUIREMENTS FOR INSPECTION AND TEST OF SPECIFICATION TANK CARS.
7	6	0	1800507A	QUALIFICATION OF TANK CARS.
1	1	0	1800352G	1800352G
1	1	1	1800003A	GENERAL REQUIREMENTS
17	23	0	1790220-26A	GENERAL SPECIFICATIONS FOR CLASS 115 TANK CAR TANKS
1	1	0	1790220-24	GENERAL SPECIFICATIONS FOR CLASS 115 TANK CAR TANKS
3	3	0	1790200-4A	GENERAL SPECIFICATIONS TO NON-PRESSURE TANK CARS DOT-103, 104, 111.
1	1	0	1790200-23A	GENERAL SPECIFICATIONS TO NON-PRESSURE TANK CARS DOT-103, 104, 111.
2	2	0	1790200-17A3	GENERAL SPECIFICATIONS TO NON-PRESSURE TANK CARS DOT-103, 104, 111.
14	14	0	1790200-17A1	GENERAL SPECIFICATIONS TO NON-PRESSURE TANK CARS DOT-103, 104, 111.
2	2	1	1790200-17A	GENERAL SPECIFICATIONS TO NON-PRESSURE TANK CARS DOT-103, 104, 111.
10	10	2	1790200-16B	GENERAL SPECIFICATIONS TO NON-PRESSURE TANK CARS DOT-103, 104, 111.

2	2	0	1790200-16A	GENERAL SPECIFICATIONS TO NON-PRESSURE TANK CARS DOT-103, 104, 111.
1	1	0	1790200-15A	GENERAL SPECIFICATIONS TO NON-PRESSURE TANK CARS DOT-103, 104, 111.
4	4	0	1790200-13A	GENERAL SPECIFICATIONS TO NON-PRESSURE TANK CARS DOT-103, 104, 111.
1	1	0	1790103-4A	SPECIAL REQUIREMENTS FOR CLASS 114A * * * TANK CAR TANKS.
7	7	0	1790100-4A	USE OF PRESSURE TANK CARS DOT-105 109 112 OR 114.
4	4	0	1790100-12C	USE OF PRESSURE TANK CARS DOT-105 109 112 OR 114.
153	153	1	1790022A	TANK CARS MARK IN ACCORDANCE WITH APPENDIX C OF THE AAR
3	3	0	1790015F3	PRESSURE RELIEF DEVICES
1	1	0	1790015A	PRESSURE RELIEF DEVICES
1	1	0	1790014A	TANK CAR COUPLERS
5	5	4	1790013	USE OF TANK CARS WITH AN UNAUTHORIZED GROSS CAPACITY.
1	1	0	1790010A	TANK MOUNTING
61	61	12	1790007F	QUALITY ASSURANCE PROGRAM.
5	5	2	1790007E	QUALITY ASSURANCE PROGRAM.
9	9	4	1790007D	QUALITY ASSURANCE PROGRAM.
15	15	4	1790007C	QUALITY ASSURANCE PROGRAM.
25	25	1	1790007B9	QUALITY ASSURANCE PROGRAM.
6	6	3	1790007B8	QUALITY ASSURANCE PROGRAM.
6	6	1	1790007B7	QUALITY ASSURANCE PROGRAM.
11	11	3	1790007B6	QUALITY ASSURANCE PROGRAM.
6	6	2	1790007B5	QUALITY ASSURANCE PROGRAM.
7	7	0	1790007B4	QUALITY ASSURANCE PROGRAM.
15	15	5	1790007B3	QUALITY ASSURANCE PROGRAM.
1	1	0	1790007B2	QUALITY ASSURANCE PROGRAM.
37	37	6	1790007B12	QUALITY ASSURANCE PROGRAM.
32	32	1	1790007B11	QUALITY ASSURANCE PROGRAM.
14	14	5	1790007B10	QUALITY ASSURANCE PROGRAM.
3	3	0	1790007B1	QUALITY ASSURANCE PROGRAM.
4	4	2	1790007A2	QUALITY ASSURANCE PROGRAM.
5	5	1	1790007A1	QUALITY ASSURANCE PROGRAM.
11	11	0	1790007A	QUALITY ASSURANCE PROGRAM.
5	5	1	1790006	REPAIRS AND ALTERATIONS
1	1	0	1790004A	CHANGES IN SPECIFICATIONS FOR TANK CARS.
2	2	1	178027412	SPECIFICATIONS FOR UN PORTABLE TANKS
1	1	0	1780003A3	MARKING OF PACKAGES
2	2	0	1740104B10	Brake shoe requirements on rail cars transporting Class 1 materials
58	58	38	1740085D	TRAIN PLACEMENT TABLE
19	19	11	1740085C	RESIDUE CARS MUST HAVE AT LEAST ONE BUFFER CAR
16	16	10	1740085A	IN TRAIN PLACEMENT OF LOADED PLACARDED RAIL CARS
11	11	1	1740067L	REMOVAL OF RAILRAOD DEFECT CARDS
9	9	0	1740067K	SECUREMENT AFTER UNLOADING IS COMPLETE
8	8	0	1740067J	DISCOUNTINUING UNLOADING-SECUREMENT REQUIREMENTS
4	4	1	1740067I	ATTENDANCE AND REMOVAL OF UNLOADING CONNECTIONS
2	2	0	1740067E	CONTROLLING SPILLAGE AND ITEMS FALLING INTO THE TANK

1	1	0	1740067B1	REMOVAL OR MANWAY COVER SCREW TYPE
4	4	1	1740067A5	1740067A5
39	39	4	1740067A4	RELEIVING INTERNAL PRESSURE
61	61	2	1740067A3	CAUTION SIGN
25	25	3	1740067A2	BRAKES SET AND WHEELS BLOCKED
4	4	2	1740067A1	1740067A1
1	1	0	1740063C6	ALL SECUREMENT FITTINGS ENGAGED AND LOCKED
10	10	8	1740063C5II	OUTLET VALVE FACING OUT
1	1	0	1740063C5I	TANK IS NOT IN A DOUBLE-STACKED CONFIGURATION
4	4	0	1740061A	TRANSPORT VEHICLES AND FREIGHT CONTAINERS MUST BE SECURED ON FLAT CARS.
334	334	13	1740059	FAILURE TO REPLACE LOST PLACARDS/MARKINGS AT THE NEXT INSPECTION POINT
8	8	0	1740057	CLEANING CARS
3	3	3	1740055C	DOORS NOT TO BE USE TO SECURE LOAD
3	3	0	1740055B	PACKAGE MUST REMAIN IN THE CORRECT POSITION
43	43	17	1740055A	BLOCKING AND BRACING
536	536	45	1740050	LEAKING TANK CARS, MOVEMENT APPROVALS AND UNSECURE CLOSURES (RR)
167	273	161	1740026B	COPY OF A DOCUMENT FOR THE HAZARDOUS MATERIAL
342	351	216	1740026A	NOTICE TO TRAIN CREW OF PLACARDED CARS.
9	9	0	1740024B	RETAIN A COPY OF THE SHIPPING PAPER FOR 375 DAYS
75	194	41	1740024A	MUST RECEIVE A SHIPPING PAPER
14	14	14	1740014B	A LOADED TANK CAR WITH 2.1, 2.3 OR 3, 48 HOUR RULE
14	14	5	1740014A	"48 HOUR RULE"
347	347	19	1740009	TOTAL FAILURE TO INSPECT HM RAIL CARS
5	5	0	1740005	TRANSPORTATION OF CARRIER'S MATERIALS AND SUPPLIES
637	636	7	1740003	ACCEPT FOR TRANSPORTATION OR TRANSPORT BY RAIL ANY HM NOT IN COMFORMANCE
1	1	0	1730441C	RADIATION LEVEL LIMITATIONS.
26	64	10	1730427A6IV	TRANSPORT REQUIREMENTS FOR LOW SPECIFIC ACTIVITY (LSA) CLASS 7 (RADIOACTIVE) MATERIALS AND SURFACE CONTAMINATED OBJECTS (SCO).
6	6	0	1730427A6II	TRANSPORT REQUIREMENTS FOR LOW SPECIFIC ACTIVITY (LSA) CLASS 7 (RADIOACTIVE) MATERIALS AND SURFACE CONTAMINATED OBJECTS (SCO).
1	5	0	1730427A	TRANSPORT REQUIREMENTS FOR LOW SPECIFIC ACTIVITY (LSA) CLASS 7 (RADIOACTIVE) MATERIALS AND SURFACE CONTAMINATED OBJECTS (SCO).
2	2	0	1730338	TUNGSTEN HEXAFLUORIDE.
1	1	0	1730303A	CHARGING OF CYLINDERS WITH COMPRESSED GAS IN SOLUTION (ACETYLENE).
4	4	1	173024BA1II	173024BA1II
7	7	4	173024BA1I	173024BA1I
3	3	0	1730247G2	BULK PACKAGING FOR CERTAIN ELEVATED TEMPERATURE MATERIALS (CLASS 9) AND CERTAIN FLAMMABLE ELEVATED TEMPERATURE MATERIALS (CLASS 3).
2	2	1	1730240A	BULK PACKAGING FOR CERTAIN LOW HAZARD SOLID MATERIALS.
1	1	0	173022AB	173022AB
2	2	0	1730220B1	INTERNAL COMBUSTION ENGINES, SELF-PROPELLED VEHICLES, AND MECHANICAL EQUIPMENT CONTAINING INTERNAL COMBUSTION ENGINES OR WET BATTERIES.
2	2	0	1730032E1	USE OF SPECIFICATION IM PORTABLE TANKS
70	70	5	1730031G3	FAILURE TO SECURE TANK CAR(S)
106	106	4	1730031G2	CAUTION SIGNS
246	246	13	1730031G1	FAILURE TO SECURE ACCESS

14	14	3	1730031D1X	USE OF TANK CARS
19	19	3	1730031D1VI	USE OF TANK CARS
185	185	13	1730031D1V	USE OF TANK CARS
31	31	5	1730031D1IX	USE OF TANK CARS
1,276	1,285	450	1730031D1IV	USE OF TANK CARS
78	78	31	1730031D1III	USE OF TANK CARS
62	62	33	1730031D1II	USE OF TANK CARS
2	2	0	1730031D1I	USE OF TANK CARS
195	195	89	1730031D1	USE OF TANK CARS
1	1	0	1730031C1	USE OF TANK CARS
2	2	0	1730031A4	USE OF TANK CARS
22	22	17	1730031A3	USE OF TANK CARS
28	28	9	1730031A1	USE OF TANK CARS
65	65	9	1730029A	EMPTY PACKAGINGS
1	1	0	1730028A	REUSE, RECONDITIONING, AND REMANUFACTURE
19	19	15	1730026	QUANTITY LIMITATIONS
1	1	0	1730025A2	AUTHORIZED PACKAGINGS AND OVERPACKS
2	2	1	1730024H1	GENERAL REQUIREMENTS FOR PACKAGINGS AND PACKAGES
15	15	0	1730024F1II	GENERAL REQUIREMENTS FOR PACKAGINGS AND PACKAGES
17	17	7	1730024F1I	GENERAL REQUIREMENTS FOR PACKAGINGS AND PACKAGES
65	65	4	1730024B4	NO HM RESIDUE
50	50	26	1730024B1	GENERAL REQUIREMENTS FOR PACKAGINGS AND PACKAGES
2	2	0	1730024A1	GENERAL REQUIREMENTS FOR PACKAGINGS AND PACKAGES
1	1	0	1730022A2II	SHIPPER'S RESPONSABILITIES
1	1	0	1730009F	TRANSPORT VEHICLES WHICH HAVE BEEN FUMIGATED
1	1	0	1730009B	TRANSPORT VEHICLES WHICH HAVE BEEN FUMIGATED
74	82	1	1720802B	SECURITY PLAN NOT AVAILABLE OR NOT UPDATED
139	137	2	1720802A3	COMPONENTS OF A SECURITY PLAN: EN ROUTE SECURITY
38	37	1	1720802A2	COMPONENTS OF A SECURITY PLAN: UNAUTHORIZED ACCESS
22	22	1	1720802A1	COMPONENTS OF A SECURITY PLAN: PERSONNEL SECURITY
105	105	1	1720802A	SECURITY PLAN DOES NOT ADDRESS ALL COMPONENTS OF 172.800
2	2	0	1720800B7	SECURITY PLAN
1	1	0	1720800B5	SECURITY PLAN
7	7	0	1720800B4	SECURITY PLAN
1	1	0	1720800B2	SECURITY PLAN
2	2	0	1720800B1	SECURITY PLAN
85	83	4	1720800B	NO SECURITY PLAN DEVELOPED
147	586	55	1720704D5	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
91	165	0	1720704D4	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
30	172	0	1720704D3	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
10	17	3	1720704D2	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
126	579	21	1720704D	THE HAZMAT EMPLOYER HAS NO RECORD OF CURRENT TRAINING
6	7	0	1720704C4	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
84	488	62	1720704C2	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING

7	8	0	1720704C1II	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
1	1	0	1720704C1I	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
116	410	23	1720704A5	IN-DEPTH SECURITY TRAINING
103	848	22	1720704A4	SECURITY AWARENESS TRAINING
2	2	0	1720704A3III	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
3	3	0	1720704A3II	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
4	12	11	1720704A3I	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
58	142	28	1720704A2I	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
47	78	12	1720704A1	TRAINING REQUIREMENTS, RECURRENT TRAINING AND RECORDKEEPING
17	452	3	1720702D	RESPONSIBILITY FOR TRAINING AND TESTING
4	4	0	1720702B	RESPONSIBILITY FOR TRAINING AND TESTING
60	744	587	1720702A	RESPONSIBILITY FOR TRAINING AND TESTING
23	33	13	1720604B	EMERGENCY RESPONSE TELEPHONE NUMBER
1	8	0	1720604A3II	EMERGENCY RESPONSE TELEPHONE NUMBER
3	3	3	1720604A3I	EMERGENCY RESPONSE TELEPHONE NUMBER
17	26	10	1720604A2	EMERGENCY RESPONSE TELEPHONE NUMBER
20	32	21	1720604A1	EMERGENCY RESPONSE TELEPHONE NUMBER
6	6	0	1720602C2	APPLICABILITY AND GENERAL REQUIREMENTS
1	1	1	1720602C1	APPLICABILITY AND GENERAL REQUIREMENTS
1	4	0	1720602B3I	APPLICABILITY AND GENERAL REQUIREMENTS
1	1	0	1720602A2	APPLICABILITY AND GENERAL REQUIREMENTS
1	1	0	1720602A1	APPLICABILITY AND GENERAL REQUIREMENTS
72	77	66	1720600C2	APPLICABILITY AND GENERAL REQUIREMENTS
18	18	5	1720600C1	APPLICABILITY AND GENERAL REQUIREMENTS
2	2	0	1720528A	NON-FLAMMABLE
1	1	0	1720523B	EXPLOSIVES 1.4
1	1	0	1720519F	GENERAL SPECIFICATIONS FOR PLACARDS
1	1	0	1720519D4	GENERAL SPECIFICATIONS FOR PLACARDS
26	26	0	1720519D3	GENERAL SPECIFICATIONS FOR PLACARDS
3	3	0	1720519D1	GENERAL SPECIFICATIONS FOR PLACARDS
1	1	0	1720519C3	GENERAL SPECIFICATIONS FOR PLACARDS
3	3	0	1720519C2	GENERAL SPECIFICATIONS FOR PLACARDS
2	2	1	1720519B1	GENERAL SPECIFICATIONS FOR PLACARDS
15	18	0	1720519A1	GENERAL SPECIFICATIONS FOR PLACARDS
14	14	0	1720516D	VISIBILITY AND DISPLAY OF PLACARDS
3	3	2	1720516C7	VISIBILITY AND DISPLAY OF PLACARDS
1,436	1,442	1	1720516C6	VISIBILITY AND DISPLAY OF PLACARDS
62	62	1	1720516C5	VISIBILITY AND DISPLAY OF PLACARDS
35	35	0	1720516C4	VISIBILITY AND DISPLAY OF PLACARDS
27	27	0	1720516C3	VISIBILITY AND DISPLAY OF PLACARDS
58	58	4	1720516C2	VISIBILITY AND DISPLAY OF PLACARDS
139	139	0	1720516C1	VISIBILITY AND DISPLAY OF PLACARDS
180	180	17	1720516A	VISIBILITY AND DISPLAY OF PLACARDS
1	1	0	1720514B	PLACARDING REQUIREMENTS FOR BULK PACKAGINGS

65	65	0	1720512A	PLACARDING REQUIREMENTS FOR FREIGHT CONTAINERS
165	165	25	1720508B	PROVIDING AND AFFIXING PLACARDS BY RAIL
77	77	41	1720508A	PROVIDING AND AFFIXING PLACARDS BY RAIL
1	1	0	1720505C	PLACARDING FOR SUBSIDIARY HAZARD
8	8	0	1720505A	PLACARDING FOR SUBSIDIARY HAZARD
2	2	0	1720504B	GENERAL PLACARDING REQUIREMENTS
1,432	1,438	53	1720504A	GENERAL PLACARDING REQUIREMENTS
6	6	0	1720502A2	UNAUTHORIZED USE OF DOT PLACARDS.
12	12	0	1720502A1III	UNAUTHORIZED USE OF DOT PLACARDS.
77	79	11	1720502A1II	UNAUTHORIZED USE OF DOT PLACARDS.
114	114	25	1720502A1I	UNAUTHORIZED USE OF DOT PLACARDS.
1	1	0	1720407B1	LABEL SPECIFICATIONS
1	1	0	1720406A1I	PLACEMENT OF LABELS
1	1	0	1720401A2	PROHIBITED LABELING
1	1	0	1720401A1	PROHIBITED LABELING
1	1	0	1720400B	GENERAL LABELING
3	3	0	1720400A1	GENERAL LABELING
62	62	0	1720338	REPLACEMENT OF IDENTIFICATION NUMBERS BY RAIL CARRIERS
1	1	0	1720334G	IDENTIFICATION NUMBER PROHIBITED DISPLAY
1	1	0	1720334D	IDENTIFICATION NUMBER PROHIBITED DISPLAY
5	5	1	1720334B3	IDENTIFICATION NUMBER PROHIBITED DISPLAY
1	1	0	1720334B2	IDENTIFICATION NUMBER PROHIBITED DISPLAY
6	6	3	1720334B1	IDENTIFICATION NUMBER PROHIBITED DISPLAY
1	1	0	1720334A	IDENTIFICATION NUMBER PROHIBITED DISPLAY
3	3	0	1720332C4	IDENTIFICATION NUMBER MARKINGS.
1	1	0	1720332C3	IDENTIFICATION NUMBER MARKINGS.
3	3	0	1720332C2	IDENTIFICATION NUMBER MARKINGS.
42	42	0	1720332C1	IDENTIFICATION NUMBER MARKINGS.
19	19	0	1720332B2	IDENTIFICATION NUMBER MARKINGS.
4	4	0	1720332B1	IDENTIFICATION NUMBER MARKINGS.
29	29	4	1720332A	IDENTIFICATION NUMBER MARKINGS.
8	8	2	1720331C	MARKING OF OTHER BULK PACKAGINGS
14	14	0	1720330C	1720330C
7	7	0	1720330B	MARKING OF TANK CARS AND MULTI-UNIT TANKS.
1	1	0	1720330A2I	MARKING OF TANK CARS AND MULTI-UNIT TANKS.
92	92	28	1720330A1II	MARKING OF TANK CARS AND MULTI-UNIT TANKS.
60	62	1	1720330A1I	MARKING OF TANK CARS AND MULTI-UNIT TANKS.
1	1	0	1720326B	MARKING PORTABLE TANKS
93	95	12	1720326A	MARKING PORTABLE TANKS
3	3	0	1720325C	MARKING OF ELEVATED TEMPERATURE MATERIALS
4	4	0	1720325B	MARKING OF ELEVATED TEMPERATURE MATERIALS
9	9	0	1720325A	MARKING OF ELEVATED TEMPERATURE MATERIALS
2	2	0	1720322E1	MARKING OF MARINE POLLUTANTS
14	14	0	1720322C	MARKING OF MARINE POLLUTANTS

5	5	0	1720322B2	MARKING OF MARINE POLLUTANTS
5	5	0	1720313B	MARKING OF POISONOUS HM
23	23	8	1720313A	MARKING OF POISONOUS HM
2	2	0	1720304A4	MARKING REQUIREMENTS
1	1	0	1720304A3	MARKING REQUIREMENTS
1	1	0	1720304A2	MARKING REQUIREMENTS
41	41	1	1720304A1	MARKING REQUIREMENTS
134	133	21	1720303A	PROHIBITED MARKING
4	4	0	1720302D1	MARKING OF BULK PACKAGES
3	3	0	1720302C	MARKING OF BULK PACKAGES
5	5	0	1720302B3	SIZE OF MARKINGS
42	42	0	1720302B1	SIZE OF MARKINGS
1	1	0	1720302A3	MARKING OF BULK PACKAGES
62	62	4	1720302A1	MARKING OF BULK PACKAGES
8	8	0	1720302A	MARKING OF BULK PACKAGES
1	1	0	1720301B	MARKING OF NON-BULK PACKAGES
8	26	11	1720301A3II	MARKING OF NON-BULK PACKAGES
25	25	0	1720301A3	MARKING OF NON-BULK PACKAGES
2	2	0	1720301A1	MARKING OF NON-BULK PACKAGES
5	5	0	1720300A	MARKING OF PACKAGES, FREIGHT CONTAINERS AND TRANSPORT VEHICLES.
1	1	1	1720205A	HAZARDOUS WASTE MANIFEST.
2	2	0	1720204D2	SHIPPER CERTIFICATION.
3	3	2	1720204D1	SHIPPER CERTIFICATION.
1	1	0	1720204A1	SHIPPER CERTIFICATION.
10	33	1	1720204A	NO SHIPPER'S CERTIFICATION ON SHIPPING PAPER
7	7	0	1720203M2	ADDITIONAL DESCRIPTION REQUIREMENTS
11	11	0	1720203L2	ADDITIONAL DESCRIPTION REQUIREMENTS
2	2	0	1720203L1	ADDITIONAL DESCRIPTION REQUIREMENTS
1	1	1	1720203K1	ADDITIONAL DESCRIPTION REQUIREMENTS
11	16	0	1720203K	ADDITIONAL DESCRIPTION REQUIREMENTS
4	5	0	1720203G2	ADDITIONAL DESCRIPTION REQUIREMENTS
4	4	1	1720203G1	ADDITIONAL DESCRIPTION REQUIREMENTS
28	56	0	1720203E2	ADDITIONAL DESCRIPTION REQUIREMENTS
4	4	0	1720203E1	ADDITIONAL DESCRIPTION REQUIREMENTS
1	3	0	1720203D9	ADDITIONAL DESCRIPTION REQUIREMENTS
2	4	0	1720203D6	ADDITIONAL DESCRIPTION REQUIREMENTS
2	4	0	1720203D5	ADDITIONAL DESCRIPTION REQUIREMENTS
2	4	0	1720203D4	ADDITIONAL DESCRIPTION REQUIREMENTS
2	4	0	1720203D3	ADDITIONAL DESCRIPTION REQUIREMENTS
2	4	0	1720203D2	ADDITIONAL DESCRIPTION REQUIREMENTS
2	4	0	1720203D1	ADDITIONAL DESCRIPTION REQUIREMENTS
19	19	0	1720203C2	ADDITIONAL DESCRIPTION REQUIREMENTS
5	5	1	1720203C1	ADDITIONAL DESCRIPTION REQUIREMENTS
5	5	0	1720203B	ADDITIONAL DESCRIPTION REQUIREMENTS

8	9	2	1720203A	ADDITIONAL DESCRIPTION REQUIREMENTS
6	69	4	1720202E	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
1	1	0	1720202D	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
2	11	0	1720202C	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
10	14	0	1720202B	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
13	43	0	1720202A6	THE NUMBER AND TYPE OF PACKAGES
14	14	1	1720202A5	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
23	33	2	1720202A4	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
21	23	2	1720202A3	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
20	29	5	1720202A2	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
15	36	11	1720202A1	DESCRIPTION OF HAZARDOUS MATERIALS ON SHIPPING PAPERS.
95	99	52	1720202A	MISSING ALL OF THE HM DESCRIPTION ON SHIPPING PAPERS
71	387	1	1720201E	DESCRIPTION OF HAZARDOUS MATERIALS REQUIRED
17	40	16	1720201D	DESCRIPTION OF HAZARDOUS MATERIALS REQUIRED
32	37	6	1720201A4	DESCRIPTION OF HAZARDOUS MATERIALS REQUIRED
7	21	0	1720201A2	DESCRIPTION OF HAZARDOUS MATERIALS REQUIRED
1	1	0	1720201A1III	DESCRIPTION OF HAZARDOUS MATERIALS REQUIRED
1	1	0	1720201A1I	DESCRIPTION OF HAZARDOUS MATERIALS REQUIRED
57	169	34	1720200A	DESCRIPTION OF HAZARDOUS MATERIALS REQUIRED
1	1	0	1720101F	PACKING GROUP
1	6	0	1720101D4	COMBUSTIBLE LIQUIDS
3	3	0	171012aB5VI	REQUIREMENTS FOR CANADIAN SHIPMENTS AND PACKAGES
23	23	19	171012AB2	171012AB2
1	1	1	1710016A2	DETAILED HAZARDOUS MATERIAL INCIDENT REPORTS (DOTF5800.1)
1	1	0	1710016A	DETAILED HAZARDOUS MATERIAL INCIDENT REPORTS (DOTF5800.1)
1	1	0	1710012B16	REQUIREMENTS FOR IMPORT AND EXPORT SHIPMENTS
4	4	0	1710012B1	REQUIREMENTS FOR IMPORT AND EXPORT SHIPMENTS
6	6	4	1710012A	REQUIREMENTS FOR IMPORT AND EXPORT SHIPMENTS
99	99	44	1710002K	ACCEPTING OR OFFERING IMPROPERLY PREPARED SHIPMENTS GENERAL.
2	2	1	1710002G	ACCEPTING OR OFFERING IMPROPERLY PREPARED SHIPMENTS GENERAL.
1	1	0	1710002F	ACCEPTING OR OFFERING IMPROPERLY PREPARED SHIPMENTS GENERAL.
23	23	1	1710002E	ACCEPTING OR OFFERING IMPROPERLY PREPARED SHIPMENTS GENERAL.
2	2	1	1710002C	ACCEPTING OR OFFERING IMPROPERLY PREPARED SHIPMENTS GENERAL.
2	2	0	1710002B	ACCEPTING OR OFFERING IMPROPERLY PREPARED SHIPMENTS GENERAL.
17	16	1	1070620D	CERTIFICATE OF REGISTRATION
9	9	0	1070620B	CERTIFICATE OF REGISTRATION
4	4	0	1070620A2	CERTIFICATE OF REGISTRATION
3	3	0	1070620A1	COPY OF REGISTRATION STATEMENT
4	4	0	1070620A	MAINTAIN REGISTRATION STATEMENT
3	3	0	1070608C	CHANGE OF ADDRESS NOTICE REQUIRED
34	34	8	1070608B	REGISTRATION ON FILE
19	19	2	1070608A	REGISTRATION STATEMENT REQUIRED
8	8	0	1070608	GENERAL REGISTRATION REQUIREMENTS
115	160	0	RSR S599	ONE OR MORE EOD FAILED A SPECIFIC PROCEDURE, OPERATION OR SAFETY RULE NOT

				LISTED IN THIS SECTION
31	39	0	RSR S551	ONE OR MORE EOD FAILED TO ENSURE THAT SAFETY CHAINS WERE IN PROPER POSITION BETWEEN LOCOMOTIVES BEFORE THE CONSIST WAS MOVED
45	47	0	RSR S550	ONE OR MORE EOD FAILED TO ENSURE PROPER PROCEDURE WAS FOLLOWED REGARDING TELEMETRY DEVICE
113	126	0	RSR S499	ONE OR MORE EOD FAILED A SPECIFIC PROCEDURE CONCERNING WALKING ISSUES NOT LISTED IN THIS SECTION
38	50	0	RSR S444	ONE OR MORE EOD FAILED TO COMPLY WITH PROCEDURES REQUIRING STEPPING OVER THE RAIL-NOT ON THE RAIL
5	5	0	RSR S443	RSR S443
24	25	0	RSR S442	ONE OR MORE EOD FAILED TO USED AUTHORIZED WALK AREAS S443 ONE OR MORE EOD FAILED TO ESTABLISH PROTECTION
239	294	0	RSR S441	ONE OR MORE EOD FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY
6	6	0	RSR S440	ONE OR MORE EOD FAILED TO WALK TO WHERE SWITCHING OR OTHER WORK WAS TO BE PERFORMED
32	62	0	RSR S399	ONE OR MORE EOD FAILED A SPECIFIC PROCEDURE FOR HANDLING SWITCHES NOT LISTED IN THIS SECTION
47	53	0	RSR S335	ONE OR MORE EOD FAILED TO RELOCK SWITCH AFTER USE
15	42	0	RSR S334	ONE OR MORE EOD FAILED TO REAPPLY THE HASP BEFORE MAKING A MOVE OVER THE REALIGNED SWITCH (WHERE APPLICABLE)
3	3	0	RSR S332	ONE OR MORE EOD FAILED TO REPORT A SWITCH THAT WAS EXCESSIVELY HARD TO "THROW"
236	393	0	RSR S331	ONE OR MORE EOD FAILED TO OBSERVE SWITCH POINTS FOR OBSTRUCTIONS BEFORE PROPERLY "THROWING" THE SWITCH
52	70	0	RSR S330	ONE OR MORE EOD FAILED TO FOLLOW PROCEDURES INVOLVED IN PROPERLY "THROWING" A SWITCH OR DERAIL
59	82	0	RSR S299	ONE OR MORE EOD FAILED A SPECIFIC PROCEDURE FOR GETTING ON, OFF, OR RIDING EQUIPMENT NOT LISTED IN THIS SECTION
8	10	0	RSR S227	ONE OR MORE EOD FAILED TO ENSURE THAT THE CAR THEY WERE RIDING WAS APPROPRIATE TO BE RIDDEN
22	23	0	RSR S226	ONE OR MORE EOD FAILED TO POSITION THEMSELVES SO THAT THEY COULD CONSTANTLY LOOK IN THE DIRECTION OF MOVEMENT
6	6	0	RSR S225	ONE OR MORE EOD FAILED TO CROSS OVER FROM ONE SIDE OF A STATIONARY CAR OR ONE THEY WERE RIDING, TO THE OTHER SIDE PROPERLY
1	1	0	RSR S224	ONE OR MORE EOD FAILED TO GET OFF MOVING EQUIPMENT BEFORE PASSING A "CLOSE" OR "NO" CLEARANCE SIGN
85	88	0	RSR S223	ONE OR MORE EOD FAILED TO FOLLOW PROCEDURES AND/OR PROPERLY LOCATE THEMSELVES WHILE RIDING EQUIPMENT TO A COUPLING, A SPOT
146	199	0	RSR S222	ONE OR MORE EOD FAILED TO COMPLY WITH THE REQUIREMENTS REGARDING NOT GETTING ON OR OFF MOVING EQUIPMENT
31	44	0	RSR S221	ONE OR MORE EOD FAILED TO MAKE A "SAFETY STOP" WHERE REQUIRED, BEFORE COUPLING TO OTHER EQUIPMENT
132	150	0	RSR S220	ONE OR MORE EOD FAILED TO GET ON OR OFF EQUIPMENT PROPERLY
11	12	0	RSR S199	ONE OR MORE EOD FAILED A SPECIFIC PROCEDURE FOR HANDBRAKE OPERATIONS NOT LISTED IN THIS SECTION
15	18	0	RSR S112	ONE OR MORE EOD FAILED TO PROPERLY RELEASE A HAND BRAKE ON ENGINE OR CAR BEFORE MOVING THE EQUIPMENT
3	3	0	RSR S111	ONE OR MORE EOD FAILED TO ENSURE THAT HANDBRAKE(S) WERE SET PROPERLY (NO KINKS IN THE CHAIN, ETC.)
68	87	0	RSR S110	ONE OR MORE EOD FAILED TO APPLY/RELEASE HANDBRAKE USING PROPER STANCE (FOR INSTANCE, 3 POINTS OF CONTACT WITH THE EQUIPMENT

22	22	0	RSR S099	ONE OR MORE EOD FAILED A SPECIFIC PROCEDURE FOR GOING BETWEEN EQUIPMENT NOT LISTED IN THIS SECTION
12	18	0	RSR S005	ONE OR MORE EOD FAILED TO ENSURE THAT COMM WITH THEIR OWN CREW, ANOTHER CREW(S) OR THE PERSON IN CHARGE AT THE SWITCHING
194	257	0	RSR S004	ONE OR MORE EOD FAILED TO ENSURE REQUIRED DISTANCE WAS MAINTAINED WHEN PASSING BEHIND OR IN FRONT OF STANDING EQUIPMENT
99	125	0	RSR S003	ONE OR MORE EOD FAILED TO ENSURE REQUIRED DISTANCE WAS MAINTAINED BETWEEN EQUIPMENT (25 FEET, 50 FEET, ETC.) BEFORE GOING BTW EQP
16	18	0	RSR S002	ONE OR MORE EOD FAILED TO ENSURE THAT PROPER PROCEDURES WERE FOLLOWED WHILE ADJUSTING DRAWBARS OR COUPLERS
135	180	0	RSR S001	ONE OR MORE EOD FAILED TO ENSURE THAT PROCEDURES REQUIRED BEFORE GOING BTW RAIL EQUIPMENT ("RED ZONE" OR "3 POINT" PROTECTION)
21	54	0	ROR H899	OTHER CAUSES RELATING TO RCL/RCO OPERATIONS AND PROCEDURES (PROVIDE DETAILED DESCRIPTION IN NARRATIVE)
19	19	0	ROR H811	ONE OR MORE EOD FAILED TO PROVIDE POINT PROTECTION - CAR LEADING
18	18	0	ROR H810	ONE OR MORE EOD FAILED TO PROVIDE POINT PROTECTION AS REQUIRED - LOCOMOTIVE LEADING
7	7	0	ROR H809	ONE OR MORE EOD FAILED TO PLACE RCL SIGN AT LOCOMOTIVE CONTROLS DURING REMOTE OPERATION
2	2	0	ROR H807	ONE OR MORE EOD OPERATED RCL WHILE SIMULTANEOUSLY OPERATING OTHER EQUIPMENT
3	3	0	ROR H806	ONE OR MORE EOD OPERATED RCL WHILE OUT OF POSITION, I.E., MOVEMENT OUT OF OPERATOR'S RANGE OF VISION
3	3	0	ROR H805	ONE OR MORE EOD FAILED TO PROPERLY TEST RCL EQUIPMENT WHEN REQUIRED
5	6	0	ROR H804	RCZ NOT PROPERLY IDENTIFIED/DEFINED INCLUDING PROPERLY DISPLAYED SIGNS
3	3	0	ROR H803	TRAINS, ENGINES, EQUIPMENT, OR UNAUTHORIZED PERSONNEL ENTERED ACTIVATED RCZ WITHOUT PERMISSION
9	10	0	ROR H802	ONE OR MORE EOD FAILED TO PROPERLY ACTIVATE/DEACTIVATE RCZ
7	8	0	ROR H801	ONE OR MORE EOD FAILED TO PROPERLY SECURE UNATTENDED RCL
44	67	0	ROR H799	ONE OR MORE EOD FAILED TO COMPLY WITH A SWITCH ISSUE NOT LISTED IN THIS SECTION
1	1	0	ROR H707	ONE OR MORE EOD FAILED TO RECEIVE PERMISSION FROM THE EMPLOYEE IN CHARGE BEFORE ENTERING THE MAIN TRACK AT A HAND THROW SWITCH
27	33	0	ROR H706	ONE OR MORE EOD FAILED TO ENSURE ALL SWITCHES INVOLVED WITH A MOVE WERE PROPERLY LINED AFTER BEING USED
26	45	0	ROR H705	ONE OR MORE EOD FAILED TO ENSURE ALL SWITCHES INVOLVED WITH THE MOVE WERE PROPERLY LINED BEFORE MOVEMENT WAS BEGUN
2	3	0	ROR H704	ONE OR MORE EOD FAILED TO APPLY PROPER PROCEDURES TO DE-ACTIVATE A DUAL CONTROL SWITCH BEFORE OPERATING IT BY
118	165	0	ROR H703	ONE OR MORE EOD FAILED TO ENSURE THAT SWITCH(ES) WERE LATCHED OR LOCKED PRIOR TO OR SUBSEQUENT TO, MOVEMENT OVER THE SWITCH OR SWITCHES
111	124	0	ROR H702	ONE OR MORE EOD FAILED TO ENSURE THAT ALL SWITCHES INVOLVED WITH A MOVE WERE PROPERLY LINED
5	6	0	ROR H699	ONE OR MORE EOD FAILED TO COMPLY WITH A SPEED ISSUE NOT LISTED IN THIS SECTION
4	5	0	ROR H607	ROR H607
2	2	0	ROR H604	ONE OR MORE EOD FAILED TO COMPLY WITH TRACK, EQUIPMENT OR CONDITIONAL SPEED-OTHER THAN AUTOMATIC OR ABSOLUTE SIGNAL-REQUIREMENTS
4	6	0	ROR H603	ONE OR MORE EOD FAILED TO CONTROL SPEED DURING SWITCHING MOVEMENT
17	23	0	ROR H599	ONE OR MORE EOD FAILED TO COMPLY WITH AN INSPECTION OR MAKE-UP ISSUE NOT LISTED IN THIS SECTION
1	1	0	ROR H505	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING WAYSIDE INSPECTION DEVICES

29	34	0	ROR H504	ONE OR MORE EOD FAILED TO INSPECT A PASSING TRAIN WHEN IN A POSITION TO DO SO
4	7	0	ROR H503	ONE OR MORE EOD FAILED TO PROPERLY MAKE-UP OR PLACE CARS IN THE TRAIN
37	51	0	ROR H499	ONE OR MORE EOD FAILED TO COMPLY WITH A MOVEMENT ISSUE NOT LISTED IN THIS SECTION
4	6	0	ROR H408	ONE OR MORE EOD FAILED TO ENSURE THAT ALL PROCEDURES WERE FOLLOWED TO ENSURE ACCURATE DELIVERY OF ALL TRACK WARRANTS, BULLETINS, ETC.
2	2	0	ROR H407	ONE OR MORE EOD FAILED TO STOP, RECEIVE, RECORD, AND/OR RETAIN AUTHORITY TO PASS A STOP SIGNAL
1	1	0	ROR H406	ONE OR MORE M OF W EOD FAILED TO COMPLY WITH REQUIREMENTS REGARDING RELEASE OF TRACK AUTHORITY BEFORE ALL MAIN TRACK
37	290	0	ROR H405	ONE OR MORE EOD FAILED TO COMPLY WITH REQUIREMENTS INVOLVED IN TRANSMITTING, COPYING OR REPEATING CORRECTLY ANY MANDATORY DIRECTIVE
12	13	0	ROR H404	ONE OR MORE EOD FAILED TO COMPLY WITH TRAIN ORDER, TRACK WARRANT, TRACK BULLETIN, TIMETABLE AUTHORITY OTHER MAIN TRACK INSTRUCTION
1	1	0	ROR H403	ONE OR MORE EOD FAILED TO ENSURE THAT THE MOVEMENT OF TRAIN, ENGINE OR TRACK CAR COMPLIED WITH WRITTEN OR VERBAL INSTRUCTIONS RECEIVED
4	4	0	ROR H402	ONE OR MORE EOD FAILED TO COMPLY WITH REQUIREMENTS INVOLVED IN THE MOVEMENT OF MOTOR CAR(S) OR OTHER ON-TRACK EQUIPMENT
37	39	0	ROR H401	ONE OR MORE EOD FAILED TO ENSURE THAT TRAIN OR ENGINE WAS STOPPED IN THE CLEAR
52	77	0	ROR H399	ONE OR MORE EOD FAILED TO COMPLY WITH A SWITCHING OPERATIONS ISSUE NOT LISTED IN THIS SECTION
1	1	0	ROR H310	ONE OR MORE EOD FAILED TO COMPLY WITH, MAINTAIN OR PROPERLY POST CLOSE OR NO CLEARANCE SIGNS OR PROCEDURES
9	17	0	ROR H309	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING COMMUNICATION WITH OTHER CREW(S) ABOUT WORK IN PROGRESS.
53	62	0	ROR H308	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS TO STRETCH CARS BEFORE SHOVING
2	2	0	ROR H307	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING A FAILURE TO PLACE OR REMOVE A TRACK SKATE
60	64	0	ROR H306	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING SHOVING MOVE, ACCOUNT LACK OF EOD ON, AT OR AHEAD OF THE LEADING END OF
4	4	0	ROR H305	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING SWITCHING, HUMPING OR KICKING HAZARDOUS MATERIAL CARS
20	21	0	ROR H304	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING JOB BRIEFINGS
167	194	0	ROR H303	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING DERAIL OPERATIONS (ON-OFF)
127	151	0	ROR H302	ONE OR MORE EOD FAILED TO ENSURE THAT EQUIPMENT WAS NOT FOULING ADJACENT TRACK BEFORE LEAVING SUCH EQUIPMENT.
30	34	0	ROR H299	ONE OR MORE EOD FAILED TO COMPLY WITH A SIGNAL ISSUE NOT LISTED IN THIS SECTION
28	28	0	ROR H216	ONE OR MORE EOD FAILED TO ENSURE TRAIN WAS EQUIPPED WITH A MARKER TO INDICATE THE REAR OF THE TRAIN
181	197	0	ROR H215	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING HEADLIGHT OR DITCHLIGHT USE (DIM/OFF/DIRECTION OF MOVEMENT/ETC)
107	117	0	ROR H214	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING USE OF WHISTLE/BELL
1	1	0	ROR H213	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS REGARDING CAB SIGNAL USE
12	12	0	ROR H212	ONE OR MORE EOD FAILED TO COMPLY WITH INSTRUCTIONS CONCERNING THE PROPER METHOD TO BE USED TO PASS THROUGH A RAILROAD CROSSING AT GRADE
1	1	0	ROR H211	ONE OR MORE EOD FAILED TO COMPLY WITH APPLICABLE PROCEDURES WHEN DELAYED IN BLOCK OR WHEN ENTERING MAIN TRACK BETWEEN BLOCK SIGNALS
6	8	0	ROR H210	ONE OR MORE EOD FAILED TO COMPLY WITH REQUIREMENTS GOVERNING TRAIN

				MOVEMENTS THAT PASS ABSOLUTE BLOCK SIG, INCLUDING RESTRICTED SPEED
7	9	0	ROR H207	ONE OR MORE EOD IMPROPERLY PLACED FLAG(S) (INCLUDES ABSENCE OF FLAGS REQUIRED BY BULLETIN ORDER, TRACK/TEMPORARY SPEED FLAGS, ETC.)
1	1	0	ROR H206	ONE OR MORE EOD FAILED TO COMPLY WITH THE REQUIREMENTS OF A STOP BANNER.
29	31	0	ROR H205	ONE OR MORE EOD FAILED TO COMPLY WITH THE MINIMUM NUMBER OF FUSSES OR TORPEDOES REQUIRED TO PROPERLY FLAG
5	6	0	ROR H204	ONE OR MORE EOD FAILED TO GIVE PROPER HAND SIGNAL(S)
2	2	0	ROR H203	ONE OR MORE EOD ACTED ON IMPROPER HAND SIGNAL(S)
1	1	0	ROR H202	ONE OR MORE EOD FAILED TO STOP MOVE WHEN HAND SIGNAL WENT OUT OF VIEW
216	261	0	ROR H199	ONE OR MORE EOD FAILED A SPECIFIC ACTION NOT LISTED IN THIS SECTION
4	6	0	ROR H111	ONE OR MORE EOD FAILED TO ENSURE THAT ALL PROCEDURES CONCERNING THE APPLICATION AND USE OF BLOCKING DEVICES BY TRAIN DISPATCHERS FOLLOWED
10	10	0	ROR H110	ONE OR MORE EOD IN THE CAB OF A LOCO FAILED TO CALL OR RESPOND TO A CALLED SIGNAL NAME/ASPECT OBSERVED DURING A TRAIN RIDE INSPECTION
143	162	0	ROR H109	ONE OR MORE EOD WAS OBSERVED TO BE IN NON-COMPLIANCE WITH REQUIRED PERSONAL PROTECTIVE EQUIPMENT (PPE)
26	34	0	ROR H108	ONE OR MORE EOD FAILED TO ENSURE THAT THE BULLETIN BOARD, BOOK OR OTHER REQUIRED INFORMATION WAS CURRENT AT A REQUIRED LOCATION
7	10	0	ROR H107	ONE OR MORE EOD FAILED TO COMPLY WITH REQUIREMENTS FOR OBSERVING THE BULLETIN BOARD/BOOK
86	251	0	ROR H106	ONE OR MORE EOD FAILED TO COMPLY WITH RULES GOVERNING TIMETABLE/RULE BOOK POSSESSION
53	55	0	ROR H105	ONE OR MORE EOD FAILED TO COMPLY WITH ANY GENERAL CONDUCT RULE NOT LISTED IN THIS SECTION
6	6	0	ROR H104	EMPLOYEE IS OBSERVED ASLEEP OR ASSUMING AN ATTITUDE OF SLEEP
26	27	0	ROR H099	ONE OR MORE EOD FAILED TO COMPLY WITH A BRAKE ISSUE NOT LISTED IN THIS SECTION
23	30	0	ROR H006	ONE OR MORE EOD FAILED TO TEST HANDBRAKE FOR EFFECTIVENESS BEFORE CUTTING AWAY FROM THE EQUIPMENT
11	11	0	ROR H005	ONE OR MORE EOD FAILED TO OPERATE THE INDEPENDENT OR AUTOMATIC AIR BRAKE SYSTEM IN COMPLIANCE WITH THE RR'S WRITTEN INSTRUCTIONS
71	100	0	ROR H004	ONE OR MORE EOD FAILED TO APPLY OR TO APPLY ENOUGH, HAND BRAKES ONCAR(S)
46	64	0	ROR H003	ONE OR MORE EOD FAILED TO APPLY, OR PROPERLY APPLY, HANDBRAKE ON ENGINE(S)
137	154	0	ROR H002	ONE OR MORE EOD FAILED TO PROPERLY SECURE, OTHER THAN HANDBRAKES, ENGINE(S) (ISOLATION SWITCHES, REVERSER HANDLES IN PROPER PLACE
1	1	0	ROR H001	ONE OR MORE EOD BOTTLED THE AIR

FINES INITIALLY ASSESSED TO FREIGHT RAILROADS

QUESTION: Please provide a table depicting the total amount of fines assessed to freight railroads by FRA for fiscal year 2006 and 2007, by year.

RESPONSE: Please see attached table. During fiscal year 2006, civil penalties assessed to freight railroads by FRA totaled $15,445,750. During fiscal year 2007, civil penalties assessed to freight railroads by FRA totaled $16,125,500. These figures exclude civil penalties assessed to other respondents, such as shippers and passenger railroads, and represent the amount of FRA's initial penalty demand, not the amount collected.

Name: Kim Orben
Date: 3-31-08
Subject: FY09 House Appropriations QFR #12

ATTACHMENT TO H12-FINES INITIALLY ASSESSED TO FREIGHT RAILROADS

Civil Penalties Initially Assessed in FY06 to Freight Railroads

Code	Railroad Name	Assessed Amount
AA	ANN ARBOR RAILROAD	$7,500
ABS	ALABAMA SOUTHERN RAILROAD	$2,000
AERC	ALBANY AND EASTERN RAILROAD COMPANY	$5,000
AGC	ALABAMA & GULF COAST RAILWAY, LLC	$10,000
AGCR	ALAMO GULF COAST RAILROAD	$15,000
ALS	THE ALTON AND SOUTHERN RAILWAY CO.	$2,000
ARR	ALASKA RAILROAD CORPORATION	$7,000
AUAR	AUSTIN AREA TERMINAL RAILROAD	$2,500
AZER	ARIZONA EASTERN RAILWAY	$6,000
BB	BUCKINGHAM BRANCH RAILROAD COMPANY	$1,500
BM	BOSTON AND MAINE CORPORATION	$13,000
BNSF	BNSF RAILWAY COMPANY	$2,821,000
BPRR	BUFFALO & PITTSBURGH RAILROAD, INC.	$5,000
BRC	THE BELT RAILWAY COMPANY OF CHICAGO	$79,500
BRG	BROWNSVILLE AND RIO GRANDE INTERNATIONAL RAILRO	$12,500
CCT	CENTRAL CALIFORNIA TRACTION COMPANY	$2,500
CEOH	CONECUH VALLEY RR	$2,000
CFE	CHICAGO FT. WAYNE & EASTERN RAILROAD	$12,500
CFNR	CALIFORNIA NORTHERN RAILROAD	$5,000
CHAT	CHATTAHOOCHEE BAY RAILROAD INC	$7,000
CIC	CEDAR RAPIDS AND IOWA CITY RAILWAY COMPANY	$1,000
CIND	CENTRAL INDIANA RAILWAY COMPANY	$14,000
CLC	COLUMBIA & COWLITZ RAILWAY COMPANY	$2,500
CN	CANADIAN NATIONAL RAILWAY COMPANY	$418,500
CORP	CENTRAL OREGON & PACIFIC RAILROAD	$41,000
CP	CANADIAN PACIFIC RAILWAY	$109,500
CR	CONSOLIDATED RAIL CORPORATION	$27,500
CRL	CHICAGO RAIL LINK LLC	$38,000
CSX	CSX TRANSPORTATION, INC.	$2,882,000
CWRO	CLEVELAND WORKS RAILWAY CO.	$5,000
CZRY	CARRIZO GORGE RAILWAY	$6,000
DC	DELRAY CONNECTING RAILROAD COMPANY	$7,500
DEAD	DEAD RIVER COMPANY	$4,000
DGNO	DALLAS, GARLAND AND NORTHEASTERN RAILROAD INC.	$14,000
DH	DELAWARE AND HUDSON RAILWAY CO., INC.	$17,500
DLWR	DEPEW LANCASTER AND WESTERN RAILROAD CO.	$5,000
DME	DAKOTA, MINNESOTA & EASTERN RR CORP.	$195,500
DRIR	DENVER ROCK ISLAND	$5,000
DSRC	DAKOTA SOUTHERN RAILWAY COMPANY	$2,500
EERZ	ELLIS & EASTERN RAILROAD	$5,000
EIRR	EASTERN IDAHO RAILROAD	$2,500
ELS	ESCANABA AND LAKE SUPERIOR RAILROAD COMPANY	$10,000
ERAIL	ECONO-RAIL CORPORATION	$3,000
FEC	FLORIDA EAST COAST RAILWAY COMPANY	$27,500

FIR	FLATS INDUSTRIAL RAILROAD	$2,500
FWWR	FORT WORTH AND WESTERN RAILROAD	$5,000
GCSR	GULF, COLORADO & SAN SABA RAILWAY	$7,500
GETV	GE - TRANSPORTATION	$5,000
GITM	GOLDEN ISLES TERMINAL RAILROAD	$2,500
GMRC	GREEN MOUNTAIN RAILROAD CORPORATION	$2,500
GRR	GEORGETOWN RAILROAD COMPANY	$2,500
GTRA	GOLDEN TRIANGLE RAILROAD COMPANY	$5,000
GWWE	GATEWAY EASTERN RAILWAY COMPANY	$5,000
HESR	HURON & EASTERN RAILWAY	$5,000
IAIS	IOWA INTERSTATE RAILROAD	$34,500
ICE	IOWA, CHICAGO & EASTERN RAILROAD CORP.	$53,000
IHB	INDIANA HARBOR BELT RAILROAD COMPANY	$101,000
IN	INDIANA NORTHEASTERN RAILROAD COMPANY	$1,000
IOCR	INDIANA & OHIO CENTRAL RAILROAD, INC.	$3,500
IORY	INDIANA AND OHIO RAILWAY	$62,000
IRLX	INTER-RAILLINK	$15,000
ISRR	INDIANA SOUTHERN RAILROAD COMPANY	$2,500
JEFW	JEFFERSON WARRIOR RAILROAD	$13,000
KCS	THE KANSAS CITY SOUTHERN RAILWAY COMPANY	$605,500
KJRY	KEOKUK JUNCTION RAILWAY	$2,500
KO	KANSAS & OKLAHOMA RAILROAD, INC.	$116,500
KYLE	KYLE RAILROAD COMPANY	$58,500
LCR	LAKE COUNTY RAILROAD	$5,000
LIRC	LOUISVILLE & INDIANA RAILROAD COMPANY	$1,000
LKRR	LITTLE KANAWHA RIVER RAIL	$15,000
LRWN	LITTLE ROCK WESTERN RAILWAY	$2,500
MBRR	MERIDIAN & BIGBEE RAILROAD COMPANY	$35,000
MDS	MERIDIAN SOUTHERN RAILWAY	$10,000
MEC	MAINE CENTRAL RAILROAD COMPANY	$5,000
MERR	MAINE EASTERN RAILROAD	$4,000
MMA	MONTREAL, MAINE AND ATLANTIC RAILWAY, LTD	$2,500
MNA	MISSOURI & NORTHERN ARKANSAS RAILROAD	$94,500
MRL	MONTANA RAIL LINK	$61,500
NECR	NEW ENGLAND CENTRAL RAILROAD	$2,500
NECX	NEBRASKA CENTRAL RAILROAD	$5,000
NERR	NASHVILLE & EASTERN RAILROAD	$8,500
NPB	NORFOLK AND PORTSMOUTH BELT LINE RAILROAD COMP	$2,500
NPR	NORTHERN PLAINS RAILROAD	$5,000
NSHR	NORTH SHORE RAILROAD	$5,000
NWR	NASHVILLE AND WESTERN RAILROAD CORP.	$5,000
NYCH	NEW YORK CROSS HARBOR RAILROAD TERMINAL CORP.	$5,000
NYSW	THE NEW YORK SUSQUEHANNA AND WESTERN RY. CORP.	$32,500
PAL	PADUCAH & LOUISVILLE RAILWAY COMPANY	$81,000
PHL	PACIFIC HARBOR LINE	$2,500
PNR	PANHANDLE NORTHERN	$2,500
PNWR	PORTLAND AND WESTERN RAILROAD INC.	$56,500
POHC	PITTSBURGH & OHIO CENTRAL RAILROAD COMPANY	$18,000
POTB	PORT OF TILLAMOOK BAY RAILROAD	$21,000
PSAP	PUGET SOUND AND PACIFIC RAILROAD	$10,000
PTO	PORTLAND TERMINAL (OREGON)	$2,500
PTRA	PORT TERMINAL RAILROAD ASSOCIATION	$17,500

PW	PROVIDENCE AND WORCESTER RAILROAD COMPANY	$31,500
RARW	RARUS RAILWAY COMPANY	$2,500
RBMN	READING BLUE MOUNTAIN & NORTHERN RAILROAD	$10,000
RJCM	R. J. CORMAN RAILROAD COMPANY	$45,000
RJCR	R.J. CORMAN RAILROAD CONSTRUCTION LLC	$10,000
RSR	ROCHESTER AND SOUTHERN RAILROAD, INC.	$3,000
RVSC	RIO VALLEY SWITCHING COMPANY	$5,000
RWSI	RAILWORKS TRACK SYSTEMS, INC.	$5,000
SB	SOUTH BUFFALO RAILWAY COMPANY	$5,000
SDNX	SAN DIEGO NORTHERN RAILWAY	$4,500
SJVR	SAN JOAQUIN VALLEY RAILROAD	$207,000
SKOL	SOUTH KANSAS AND OKLAHOMA RAILROAD	$45,000
SLRG	SAN LUIS & RIO GRANDE RAILROAD	$22,500
SOO	SOO LINE RAILROAD COMPANY	$35,000
SOU	NORFOLK SOUTHERN RAILWAY CO.	$1,302,500
SS	SAND SPRINGS RAILWAY COMPANY	$7,500
ST	SPRINGFIELD TERMINAL RAILWAY COMPANY	$44,000
SW	SOUTHWESTERN RAILROAD	$8,000
TASD	TERMINAL RAILWAY ALABAMA STATE DOCKS	$5,000
TCRC	TRI-COUNTY RAIL CONSTRUCTORS	$5,000
TCRZ	TRI-CITY RAILROAD COMPANY	$2,000
TIOC	TIOGA CENTRAL RAILROAD	$1,250
TM	TEXAS MEXICAN RAILWAY COMPANY	$40,000
TMBL	TACOMA MUNICIPAL BELT LINE RAILWAY	$5,000
TPW	TOLDEO, PEORIA AND WESTERN RAILROAD	$5,000
TRMW	TACOMA RAIL MOUNTAIN DIVISION	$5,000
TRRA	TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS	$5,000
TSBY	TUSCOLA & SAGINAW BAY RAILWAY COMPANY, INC.	$10,000
TXGN	TEXAS, GONZALES & NORTHERN RAILWAY COMPANY	$6,500
TXPF	TEXAS PACIFICO TRANSPORTATION, LTD.	$7,000
TXR	TEXAS ROCK CRUSHER RAILWAY CO.	$12,500
TZPR	TAZEWELL & PEORIA RAILROAD INC.	$15,000
UCRY	UTAH CENTRAL RAILWAY COMPANY	$6,000
UP	UNION PACIFIC RAILROAD COMPANY	$5,009,500
WE	WHEELING & LAKE ERIE RAILWAY COMPANY	$5,000
WGCR	WIREGRASS CENTRAL RAILROAD	$2,000
WNYP	WESTERN NEW YORK & PENNSYLVANIA RAILROAD, LLC	$2,500
YSVR	YELLOWSTONE VALLEY RAILROAD, INC.	$11,500
Total:		$15,445,750

ATTACHMENT TO H12--FINES INITIALLY ASSESSED TO FREIGHT RAILROADS

Civil Penalties Initially Assessed in FY07 to Freight Railroads

Code	Railroad Name	Assessed Amount
ABS	ALABAMA SOUTHERN RAILROAD	$7,500
ACWR	ABERDEEN, CAROLINA AND WESTERN RAILROAD	$6,000
AERC	ALBANY AND EASTERN RAILROAD COMPANY	$8,000
AGC	ALABAMA & GULF COAST RAILWAY, LLC	$22,500
ALS	THE ALTON AND SOUTHERN RAILWAY CO.	$4,500
APA	THE APACHE RAILWAY CO.	$1,000
AR	ABERDEEN AND ROCKFISH RAILROAD COMPANY	$5,000
ARR	ALASKA RAILROAD CORPORATION	$33,500
ATN	ALABAMA & TENNESSEE RIVER RAILWAY, LLC	$5,000
AVR	ALLEGHENY VALLEY RAILROAD CO.	$17,500
AZCR	ARIZONA CENTRAL RAILROAD, INCORPORATED	$30,000
AZER	ARIZONA EASTERN RAILWAY	$27,000
BAYL	BAY LINE RR	$22,500
BB	BUCKINGHAM BRANCH RAILROAD COMPANY	$8,500
BDTL	BALLARD TERMINAL RAILROAD	$5,000
BEEM	BEECH MOUNTAIN RAILROAD COMPANY	$5,000
BGCM	BOUNTIFUL GRAIN & CRAIG MOUNTAIN RAILROAD	$7,000
BGEX	BIG EAGLE RAIL LLC	$7,500
BLOL	BLOOMER SHIPPERS CONNECTING RAILROAD CO.	$2,500
BNG	BLACKWELL NORTHERN GATEWAY RAILROAD COMPANY	$2,500
BNSF	BNSF RAILWAY COMPANY	$3,730,500
BPRR	BUFFALO & PITTSBURGH RAILROAD, INC.	$53,500
BRC	THE BELT RAILWAY COMPANY OF CHICAGO	$146,500
BSOR	BUFFALO SOUTHERN RAILROAD, INCORPORATED	$1,000
CAGY	COLUMBUS & GREENVILLE RAILWAY COMPANY	$5,000
CFE	CHICAGO FT. WAYNE & EASTERN RAILROAD	$7,500
CFWR	CANEY FORK & WESTERN RAILROAD	$7,500
CKIN	CHESAPEAKE AND INDIANA RAILROAD COMPANY INC.	$2,000
CMR	CENTRAL MIDLAND RAILWAY	$6,000
CN	CANADIAN NATIONAL RAILWAY COMPANY	$1,100,500
CORP	CENTRAL OREGON & PACIFIC RAILROAD	$74,500
COSR	CONNECTICUT SOUTHERN RAILROAD	$2,500
CP	CANADIAN PACIFIC RAILWAY	$89,000
CR	CONSOLIDATED RAIL CORPORATION	$33,500
CRL	CHICAGO RAIL LINK LLC	$2,500
CSS	CHICAGO SOUTHSHORE & SOUTH BEND RAILROAD	$5,000
CSX	CSX TRANSPORTATION, INC.	$3,300,000
CT	COLUMBIA TERMINALS RAILROAD	$1,000
CTN	CANTON RAILROAD COMPANY	$7,500
CUOH	COLUMBUS AND OHIO RIVER RAILROAD	$5,000
CW	COLORADO & WYOMING RAILWAY COMPANY	$1,000
CWA	CENTRAL WASHINGTON RAILROAD COMPANY	$5,000
CZRY	CARRIZO GORGE RAILWAY	$1,000

DEAD	DEAD RIVER COMPANY	$4,000
DGNO	DALLAS, GARLAND AND NORTHEASTERN RAILROAD INC.	$7,500
DME	DAKOTA, MINNESOTA & EASTERN RR CORP.	$103,000
DMVW	DAKOTA, MISSOURI VALLEY & WESTERN RAILROAD, INC.	$3,000
EACH	EAST CAMDEN & HIGHLAND RAILROAD CO.	$7,500
EDW	EL DORADO & WESSON RAILWAY CO.	$7,500
EIRR	EASTERN IDAHO RAILROAD	$30,000
EJE	ELGIN JOLIET AND EASTERN RAILWAY COMPANY	$5,000
ELS	ESCANABA AND LAKE SUPERIOR RAILROAD COMPANY	$60,000
ERAIL	ECONO-RAIL CORPORATION	$5,000
ERC	EBENEZER RAIL CAR COMPANY	$5,000
EVWR	EVANSVILLE WESTERN RAILWAY, INCORPORATED	$6,000
FCRD	FIRST COAST RAILROAD, INC.	$5,000
FEC	FLORIDA EAST COAST RAILWAY COMPANY	$39,500
FEVR	FREEMONT AND ELKHORN VALLEY RAILROAD	$2,500
FMRC	FARMRAIL CORPORATION	$5,000
FWWR	FORT WORTH AND WESTERN RAILROAD	$25,000
GCSR	GULF, COLORADO & SAN SABA RAILWAY	$64,000
GFRR	GEORGIA AND FLORIDA RAILWAY, INC.	$1,000
GITM	GOLDEN ISLES TERMINAL RAILROAD	$2,500
GLC	GREAT LAKES CENTRAL	$6,000
GNBC	GRAINBELT CORPORATION	$7,500
GRNW	GREAT NORTH WEST RAILROAD	$1,000
GRS	GUILFORD RAIL SYSTEM	$1,000
GWR	GREAT WESTERN RAILWAY COMPANY	$17,500
HB	HAMPTON & BRANCHVILLE RAILROAD COMPANY	$2,500
HESR	HURON & EASTERN RAILWAY	$5,000
IAIS	IOWA INTERSTATE RAILROAD	$31,500
ICE	IOWA, CHICAGO & EASTERN RAILROAD CORP.	$31,000
IHB	INDIANA HARBOR BELT RAILROAD COMPANY	$48,000
INRD	INDIANA RAIL ROAD COMPANY	$6,000
IOCR	INDIANA & OHIO CENTRAL RAILROAD, INC.	$2,500
IORY	INDIANA AND OHIO RAILWAY	$15,000
ISW	INDIANA SOUTHWESTERN RAILWAY	$10,000
KAW	KAW RIVER RAILROAD	$1,000
KCS	THE KANSAS CITY SOUTHERN RAILWAY COMPANY	$338,500
KJRY	KEOKUK JUNCTION RAILWAY	$6,500
KO	KANSAS & OKLAHOMA RAILROAD, INC.	$41,000
KRR	KIAMICHI RAILROAD	$10,000
KWT	KENTUCKY WEST TENNESSEE RAILWAY, INC.	$2,500
LCR	LAKE COUNTY RAILROAD	$8,500
LS	LONGVIEW SWITCHING	$5,000
LSRC	LAKE STATE RAILWAY COMPANY	$5,000
LXVR	LUXAPALILA VALLEY RAILROAD	$7,500
MAW	MAU MEE & WESTERN	$2,500
MBRR	MERIDIAN & BIGBEE RAILROAD COMPANY	$12,000
MCSA	MOSCOW, CAMDEN AND SAN AUGUSTINE RAILROAD	$7,500
MDDE	MARYLAND AND DELAWARE RAILROAD COMPANY	$5,000
MMRR	MID-MICHIGAN RAILROAD COMPANY	$2,500
MNA	MISSOURI & NORTHERN ARKANSAS RAILROAD	$30,500
MNBR	M & B RAILROAD, LLC	$7,500
MNRR	MODOC NORTHERN RAILROAD COMPANY	$31,000

MRL	MONTANA RAIL LINK	$130,000
MSO	MICHIGAN SOUTHERN RAILROAD	$10,000
MSTR	MASSENA TERMINAL RAILROAD COMPANY	$2,500
NECR	NEW ENGLAND CENTRAL RAILROAD	$10,000
NEGS	NEW ENGLAND SOUTHERN RAILROAD CO., INC.	$12,500
NERR	NASHVILLE & EASTERN RAILROAD	$17,000
NHIR	NEW HOPE AND IVYLAND RAILROAD COMPANY	$6,500
NHN	NEW HAMPSHIRE NORTH COAST RAILROAD	$7,500
NOGC	NEW ORLEANS & GULF COAST RAILWAY CO., INC.	$5,000
NOPB	NEW ORLEANS PUBLIC BELT RAILROAD	$15,000
NPR	NORTHERN PLAINS RAILROAD	$13,500
NTRY	NIMISHILLEN AND TUSCARAWAS RAILWAY COMPANY	$5,000
NYA	NEW YORK AND ATLANTIC RAILWAY COMPANY	$2,500
NYSW	THE NEW YORK SUSQUEHANNA AND WESTERN RY. CORP.	$46,000
OHCR	OHIO CENTRAL RAILROAD COMPANY	$2,500
OUCH	OUACHITA RAILROAD COMPANY	$7,500
PAL	PADUCAH & LOUISVILLE RAILWAY COMPANY	$42,000
PCC	PALOUSE RIVER AND COULEE CITY RAILROAD	$2,500
PHL	PACIFIC HARBOR LINE	$5,000
PNR	PANHANDLE NORTHERN	$7,500
PNWR	PORTLAND AND WESTERN RAILROAD INC.	$15,000
POTB	PORT OF TILLAMOOK BAY RAILROAD	$12,500
PSAP	PUGET SOUND AND PACIFIC RAILROAD	$12,500
PTO	PORTLAND TERMINAL (OREGON)	$2,500
PTRA	PORT TERMINAL RAILROAD ASSOCIATION	$23,500
PW	PROVIDENCE AND WORCESTER RAILROAD COMPANY	$15,000
RBMN	READING BLUE MOUNTAIN & NORTHERN RAILROAD	$2,000
RJCL	R.J. CORMAN RAILROAD COMPANY/CLEVELAND	$2,500
RJCM	R. J. CORMAN RAILROAD COMPANY	$22,500
RSR	ROCHESTER AND SOUTHERN RAILROAD, INC.	$5,000
SAPT	SAVANNAH PORT TERMINAL RAILROAD	$2,500
SBS	SAGINAW BAY SOUTHERN RAILROAD	$11,500
SCRF	SOUTH CAROLINA CENTRAL RAILROAD CO., INC.	$5,000
SCXY	ST. CROIX VALLEY RAILROAD	$2,500
SDIY	SAN DIEGO & IMPERIAL VALLEY	$2,500
SIM	SOUTHERN ILLINOIS AND MISSOURI BRIDGE LINE	$2,500
SJVR	SAN JOAQUIN VALLEY RAILROAD	$23,000
SKOL	SOUTH KANSAS AND OKLAHOMA RAILROAD	$41,500
SLAL	SOUTH PLAINS LAMESA RR, LTD.	$2,500
SLRG	SAN LUIS & RIO GRANDE RAILROAD	$52,500
SLWC	STILLWATER CENTRAL RR CO., INC.	$12,000
SOM	SOMERSET RAILROAD COMPANY	$5,000
SOO	SOO LINE RAILROAD COMPANY	$5,000
SOU	NORFOLK SOUTHERN RAILWAY CO.	$1,339,000
SPSR	SAN PEDRO RAILROAD OPERATING CO. LLC	$12,500
ST	SPRINGFIELD TERMINAL RAILWAY COMPANY	$5,000
STMA	ST. MARIES RIVER RAILROAD COMPANY	$15,000
TCRZ	TRI-CITY RAILROAD COMPANY	$19,500
TIBR	TIMBER ROCK RAILROAD COMPANY INC.	$20,500
TM	TEXAS MEXICAN RAILWAY COMPANY	$17,500
TN	TEXAS & NORTHERN RAILWAY COMPANY	$15,000
TNHR	THREE NOTCH RAILROAD	$2,000

TNMR	TEXAS AND NEW MEXICO RAILROAD	$24,500
TRRA	TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS	$13,500
TSBY	TUSCOLA & SAGINAW BAY RAILWAY COMPANY, INC.	$2,500
TXGN	TEXAS, GONZALES & NORTHERN RAILWAY COMPANY	$1,000
TXPF	TEXAS PACIFICO TRANSPORTATION, LTD.	$2,500
TXR	TEXAS ROCK CRUSHER RAILWAY CO.	$2,500
UCRY	UTAH CENTRAL RAILWAY COMPANY	$5,000
UP	UNION PACIFIC RAILROAD COMPANY	$3,940,000
UTAH	UTAH RAILWAY COMPANY	$5,000
VSOR	VICKSBURG SOUTHERN RAILROAD	$6,000
WE	WHEELING & LAKE ERIE RAILWAY COMPANY	$74,500
WIRV	WASHINGTON AND IDAHO RAILWAY	$9,000
WNYP	WESTERN NEW YORK & PENNSYLVANIA RAILROAD, LLC	$6,000
WSOR	WISCONSIN & SOUTHERN RAILROAD	$4,000
WSS	WINSTON-SALEM SOUTHBOUND RAILWAY	$2,500
WTLC	WEST TEXAS AND LUBBOCK RAILWAY COMPANY	$28,000
WTNN	WEST TENNESSEE RAILROAD CORPORATION	$5,000
YW	YREKA WESTERN RAILROAD COMPANY	$5,000
Total:		$16,125,500

RAILROAD FINES

QUESTION: Please provide a chart by railroad on fines levied that includes:

a) A breakdown of violations by CFR section and paragraph for fiscal years 2003 through 2007. Please include violations of PHMSA issued rules including the Hazardous Materials Regulations;
b) Amount of each fine as originally **written**; and,
c) Amount of each fine after settlement.

RESPONSE: FRA has used the agency's computerized database on rail safety civil penalties, the Railroad Enforcement System (formerly the Enforcement Case System), to prepare the two attached charts. Currently, the RES keeps records of the dollar amounts of settlements and final assessments at the *case* level, not the violation level. A case is a file of one or more violation reports for which FRA initially assessed a civil penalty. If a case contains more than one violation, the amount for which each violation was closed must be determined by reviewing the hard copy basis-for-settlement or basis-for-final-assessment sheet for the case. FRA is in the process of testing a redesigned RES that would facilitate the ready collection and analysis of information on the amount for which violations are closed in the future.

The first chart lists certain rail safety civil penalty cases that FRA closed during fiscal years 2003 through 2007. Since the Committee's question calls for a chart "by railroad," the information provided does not reflect other respondents (i.e., shippers of hazardous material, tank car manufacturers, and contractors). The cases have been sorted by the fiscal year in which the cases were closed and then, within each fiscal year, cases are listed by railroad and then by violation. The railroad and violation type are indicated by the case number:

FOR EXAMPLE: FRA No. ACWR 2007-3(HS)

- ACWR is the railroad code
- HS is the violation code

The first chart also displays the following information for each case: case number; number of violation reports; number of alleged violations; amount of the civil penalty initially assessed; provable collectible amount (PRCA), which is the value of the legally sustainable claims; the dollar amount for which the case was closed. Information on the particular section(s) violated in each case is available on the "Summary of Alleged Violations."

The second chart includes explanations of the respondent codes and violation type codes used in the first chart.

Attachments

Name: Kim Orben and Billie Stultz
Date: 03-31-2008
Subject: FY09 House Appropriations QFR #44

FY2003 Info

FRA No.	# of Reports	# of Violations	Assessed Amount	PRCA Amount	Settlement Amount
AGCR 1998-1 (FCS)	2	2	$7,500	$7,500	$4,500
ARR 2001-1 (AR)	1	1	$1,000	$1,000	$500
ARR 1999-1 (EQ)	1	1	$1,000	$0	$0
ARR 2000-1 (GC)	3	3	$12,500	$12,500	$10,000
ARR 2001-4 (GC)	1	1	$2,500	$2,500	$1,500
ARR 2002-3 (GC)	2	2	$10,000	$10,000	$8,000
ARR 2002-4 (GC)	2	2	$6,000	$6,000	$4,500
ARR 2001-3 (HMT)	1	1	$7,500	$7,500	$4,500
ARR 2000-3 (HSR)	1	1	$1,000	$1,000	$1,000
ARR 2001-2 (RW)	1	1	$1,000	$1,000	$1,000
ARR 2002-1 (RW)	1	1	$1,000	$1,000	$700
ARR 2002-6 (RW)	1	2	$2,000	$2,000	$1,000
ARR 1998-1 (TS)	1	2	$2,000	$2,000	$1,000
ARR 2000-2 (TS)	1	20	$20,000	$20,000	$10,000
ARR 2002-2 (TS)	1	4	$4,000	$4,000	$2,000
ARR 2002-5 (TS)	2	3	$8,500	$8,500	$5,000
ASRY 2001-1 (GC)	5	5	$8,000	$8,000	$4,300
ASRY 2001-2 (GC)	8	8	$8,000	$8,000	$5,600
ASRY 2001-3 (GC)	1	1	$1,000	$1,000	$600
ATK 2002-19 (AD)	6	12	$48,000	$48,000	$26,400
ATK 2002-37 (AD)	1	1	$1,000	$1,000	$750
ATK 2003-7 (AD)	1	1	$5,000	$5,000	$3,800
ATK 2002-23 (AR)	2	2	$5,000	$5,000	$3,650
ATK 2002-24 (AR)	7	7	$17,500	$17,500	$13,000
ATK 2002-36 (AR)	3	3	$7,500	$0	$0
ATK 2002-38 (AR)	1	1	$2,500	$0	$0
ATK 2002-32 (EQ)	1	1	$1,000	$1,000	$700
ATK 2002-22 (HS)	6	9	$9,000	$9,000	$6,250
ATK 2002-33 (HS)	1	1	$1,000	$1,000	$750
ATK 2003-2 (HS)	1	5	$5,000	$5,000	$3,400
ATK 2003-9 (HS)	1	2	$2,000	$2,000	$1,500
ATK 2002-20 (HSR)	1	3	$3,000	$3,000	$2,200
ATK 2002-35 (HSR)	1	4	$4,000	$4,000	$3,000
ATK 2003-1 (HSR)	1	5	$5,000	$5,000	$3,350
ATK 2003-6 (HSR)	1	1	$1,000	$1,000	$675
ATK 2003-12 (HSR)	1	1	$1,000	$1,000	$675
ATK 2002-18 (LI)	6	6	$18,500	$18,500	$13,750
ATK 2002-21 (LI)	3	3	$9,000	$9,000	$6,700
ATK 2003-3 (LI)	1	1	$4,000	$4,000	$3,250
ATK 2003-4 (LI)	2	2	$6,500	$6,500	$4,400
ATK 2002-16 (PEQ)	1	1	$2,500	$2,500	$1,900
ATK 2002-27 (PEQ)	1	1	$5,000	$5,000	$3,650
ATK 2002-28 (PEQ)	1	1	$5,000	$5,000	$3,650
ATK 2002-30 (PEQ)	1	1	$5,000	$5,000	$3,650

ATK 2002-9 (ROP)	1	1	$5,000	$5,000	$3,650
ATK 2002-25 (ROP)	1	1	$5,000	$5,000	$3,900
ATK 2002-26 (ROP)	1	1	$5,000	$5,000	$3,650
ATK 2002-41 (ROP)	1	1	$5,000	$5,000	$3,650
ATK 2002-42 (ROP)	2	5	$22,000	$20,000	$14,500
ATK 2002-11 (RSP)	1	1	$2,500	$2,500	$1,750
ATK 2002-31 (RSP)	2	2	$10,000	$10,000	$6,500
ATK 2002-34 (RSP)	1	1	$1,000	$1,000	$675
ATK 2003-8 (RSP)	1	1	$5,000	$5,000	$3,000
ATK 2003-10 (RSP)	1	2	$2,000	$2,000	$1,350
ATK 2002-17 (RW)	1	1	$3,000	$3,000	$2,200
ATK 2002-13 (SA)	2	2	$5,000	$5,000	$3,750
ATK 2002-15 (SA)	1	1	$2,500	$2,500	$1,950
ATK 2002-29 (SI)	1	2	$10,000	$10,000	$7,500
ATK 2002-12 (TS)	1	1	$2,000	$2,000	$1,450
ATK 2002-14 (TS)	1	1	$5,000	$5,000	$3,600
ATK 2003-5 (TS)	1	4	$8,000	$8,000	$5,800
BLE 2002-1 (SA)	1	1	$2,500	$2,500	$1,700
BM 2002-3 (TS)	1	2	$5,000	$5,000	$1,500
BM 2002-4 (TS)	5	5	$12,500	$12,500	$5,000
BM 2003-1 (TS)	1	9	$9,000	$9,000	$5,000
BNSF 2002-11 (AD)	1	1	$5,000	$0	$0
BNSF 2002-38 (AD)	1	1	$2,000	$2,000	$1,260
BNSF 2002-44 (AD)	1	1	$2,000	$2,000	$1,260
BNSF 2002-57 (AD)	2	2	$5,000	$5,000	$3,250
BNSF 2002-95 (AD)	2	2	$5,000	$5,000	$3,250
BNSF 2003-22 (AD)	1	1	$5,000	$5,000	$750
BNSF 2001-151 (AR)	2	2	$5,000	$5,000	$3,225
BNSF 2002-53 (AR)	1	1	$2,500	$2,500	$500
BNSF 2002-82 (AR)	1	1	$2,500	$2,500	$1,750
BNSF 2002-1 (EQ)	1	1	$5,000	$5,000	$3,000
BNSF 2002-17 (EQ)	2	2	$5,000	$5,000	$3,000
BNSF 2002-93 (EQ)	2	2	$2,000	$2,000	$1,200
BNSF 2003-13 (EQ)	1	1	$5,000	$5,000	$3,155
BNSF 2003-29 (EQ)	1	1	$4,000	$4,000	$2,560
BNSF 2002-3 (FCS)	5	5	$15,000	$15,000	$9,585
BNSF 2002-29 (FCS)	1	1	$2,500	$2,500	$1,574
BNSF 2002-32 (FCS)	1	1	$2,500	$2,500	$1,574
BNSF 2002-47 (FCS)	1	1	$2,500	$2,500	$1,650
BNSF 2002-71 (FCS)	3	3	$18,500	$18,500	$12,750
BNSF 2002-86 (FCS)	6	6	$15,000	$15,000	$9,650
BNSF 2002-105 (FCS)	1	1	$2,500	$2,500	$1,525
BNSF 2002-119 (FCS)	2	2	$7,500	$7,500	$4,775
BNSF 2002-147 (FCS)	4	4	$10,000	$7,500	$4,725
BNSF 2002-149 (FCS)	2	2	$5,000	$5,000	$3,150
BNSF 2002-164 (FCS)	3	3	$10,000	$10,000	$6,250
BNSF 2002-169 (FCS)	1	1	$2,500	$2,500	$1,575
BNSF 2002-186 (FCS)	1	1	$2,500	$2,500	$1,525
BNSF 2002-3 (GC)	3	3	$66,000	$66,000	$40,000
BNSF 2002-31 (GC)	1	1	$2,500	$2,500	$1,700
BNSF 2002-45 (GC)	1	1	$2,500	$2,500	$1,500
BNSF 2002-51 (GC)	2	2	$7,500	$7,500	$4,975

BNSF 2002-59 (GC)	2	2	$5,000	$5,000	$3,400
BNSF 2002-62 (GC)	1	1	$2,500	$2,500	$1,625
BNSF 2002-70 (GC)	2	2	$10,000	$10,000	$6,800
BNSF 2002-87 (GC)	1	1	$2,500	$2,500	$1,625
BNSF 2002-101 (GC)	3	3	$15,000	$15,000	$10,300
BNSF 2002-121 (GC)	2	2	$7,500	$7,500	$4,975
BNSF 2002-146 (GC)	2	2	$7,500	$7,500	$4,975
BNSF 2002-150 (GC)	1	1	$2,500	$2,500	$1,700
BNSF 2002-151 (GC)	1	1	$2,500	$2,500	$1,700
BNSF 2001-108 (HMT)	5	8	$16,000	$10,000	$6,150
BNSF 2002-5 (HMT)	1	9	$45,000	$45,000	$28,000
BNSF 2002-18 (HMT)	1	1	$5,000	$0	$0
BNSF 2002-19 (HMT)	1	3	$7,500	$7,500	$4,775
BNSF 2002-33 (HMT)	5	5	$10,000	$10,000	$6,150
BNSF 2002-35 (HMT)	1	2	$4,000	$4,000	$2,700
BNSF 2002-48 (HMT)	1	1	$3,000	$3,000	$2,050
BNSF 2002-78 (HMT)	2	2	$4,000	$4,000	$2,425
BNSF 2002-81 (HMT)	1	2	$10,000	$10,000	$6,100
BNSF 2002-96 (HMT)	3	3	$10,500	$10,500	$6,550
BNSF 2002-111 (HMT)	3	4	$22,500	$22,500	$14,000
BNSF 2002-130 (HMT)	3	3	$16,000	$16,000	$10,000
BNSF 2002-137 (HMT)	3	5	$32,000	$32,000	$20,400
BNSF 2002-142 (HMT)	2	2	$6,000	$6,000	$3,840
BNSF 2002-163 (HMT)	1	1	$5,000	$5,000	$3,200
BNSF 2002-178 (HMT)	2	2	$15,000	$15,000	$10,050
BNSF 2002-6 (HS)	1	3	$3,000	$3,000	$1,890
BNSF 2002-56 (HS)	2	4	$4,000	$4,000	$2,520
BNSF 2002-74 (HS)	1	1	$1,000	$1,000	$615
BNSF 2002-127 (HS)	2	2	$2,000	$2,000	$1,200
BNSF 2002-139 (HS)	2	4	$4,000	$4,000	$2,475
BNSF 2002-143 (HS)	4	10	$10,000	$10,000	$6,300
BNSF 2002-55 (HSR)	2	3	$3,000	$3,000	$1,800
BNSF 2002-72 (HSR)	2	2	$2,000	$2,000	$1,200
BNSF 2002-138 (HSR)	2	2	$2,000	$2,000	$1,200
BNSF 2002-144 (HSR)	5	7	$7,000	$7,000	$4,200
BNSF 2001-6 (LI)	1	1	$2,500	$2,500	$1,625
BNSF 2002-8 (LI)	4	4	$15,500	$15,500	$10,000
BNSF 2002-22 (LI)	7	7	$16,500	$16,500	$10,445
BNSF 2002-46 (LI)	2	2	$4,000	$4,000	$2,725
BNSF 2002-66 (LI)	4	4	$17,000	$14,000	$8,920
BNSF 2002-67 (LI)	1	1	$2,500	$2,500	$1,625
BNSF 2002-94 (LI)	3	3	$22,000	$20,000	$13,225
BNSF 2002-108 (LI)	2	2	$5,000	$5,000	$3,250
BNSF 2002-112 (LI)	1	1	$2,500	$1,750	$1,750
BNSF 2002-132 (LI)	1	1	$4,500	$4,500	$2,925
BNSF 2002-135 (LI)	1	1	$2,500	$2,500	$1,625
BNSF 2002-159 (LI)	2	3	$7,500	$5,000	$3,250
BNSF 2002-170 (LI)	1	1	$2,500	$2,500	$1,625
BNSF 2003-6 (LI)	8	8	$35,500	$35,500	$23,765
BNSF 2003-20 (LI)	1	1	$2,500	$2,500	$1,625
BNSF 2003-23 (LI)	1	1	$2,500	$2,500	$1,625
BNSF 2001-152 (ROP)	1	1	$5,000	$5,000	$3,325

BNSF 2002-60 (ROP)	1	1	$5,000	$5,000	$3,325
BNSF 2002-102 (ROP)	3	3	$12,500	$10,000	$6,150
BNSF 2002-103 (ROP)	1	1	$5,000	$5,000	$3,325
BNSF 2002-152 (ROR)	2	2	$10,000	$5,000	$3,162
BNSF 2002-166 (ROR)	1	1	$2,500	$2,500	$1,675
BNSF 2002-183 (ROR)	1	1	$5,000	$0	$0
BNSF 2002-91 (RSP)	5	5	$21,000	$21,000	$14,250
BNSF 2002-98 (RSP)	1	1	$2,500	$2,500	$1,775
BNSF 2002-131 (RSP)	1	1	$5,000	$5,000	$3,550
BNSF 2002-165 (RSP)	1	1	$5,000	$5,000	$3,325
BNSF 2003-35 (RSP)	1	1	$1,000	$1,000	$710
BNSF 2001-148 (RW)	1	3	$10,000	$10,000	$6,800
BNSF 2002-23 (RW)	1	1	$1,000	$1,000	$630
BNSF 2002-37 (RW)	1	1	$5,000	$5,000	$3,500
BNSF 2002-50 (RW)	1	1	$1,000	$1,000	$630
BNSF 2002-65 (RW)	3	3	$5,000	$7,000	$4,660
BNSF 2002-88 (RW)	3	6	$8,000	$8,000	$5,340
BNSF 2002-89 (RW)	5	7	$9,000	$9,000	$6,070
BNSF 2002-97 (RW)	2	2	$5,000	$0	$0
BNSF 2002-110 (RW)	4	4	$9,000	$9,000	$5,820
BNSF 2002-126 (RW)	5	5	$5,000	$5,000	$3,220
BNSF 2002-129 (RW)	2	3	$5,000	$5,000	$3,210
BNSF 2002-133 (RW)	2	2	$2,000	$2,000	$1,310
BNSF 2002-153 (RW)	1	1	$1,000	$1,000	$630
BNSF 2002-154 (RW)	4	4	$8,000	$8,000	$5,340
BNSF 2003-10 (RW)	3	4	$4,000	$4,000	$2,570
BNSF 2003-12 (RW)	1	1	$1,000	$1,000	$680
BNSF 2003-21 (RW)	1	2	$2,000	$2,000	$1,360
BNSF 2003-39 (RW)	1	1	$1,000	$1,000	$680
BNSF 2001-109 (SA)	1	1	$2,500	$2,500	$1,750
BNSF 2002-9 (SA)	3	4	$27,500	$27,500	$17,600
BNSF 2002-28 (SA)	1	1	$2,500	$2,500	$1,775
BNSF 2002-42 (SA)	5	5	$15,000	$15,000	$9,600
BNSF 2002-52 (SA)	1	1	$5,000	$2,500	$1,600
BNSF 2002-63 (SA)	1	1	$5,000	$5,000	$3,200
BNSF 2002-69 (SA)	1	1	$5,000	$2,500	$1,600
BNSF 2002-76 (SA)	4	4	$12,500	$12,500	$8,000
BNSF 2002-83 (SA)	4	4	$17,500	$17,500	$11,200
BNSF 2002-92 (SA)	8	8	$37,500	$37,500	$23,100
BNSF 2002-99 (SA)	6	6	$15,000	$15,000	$9,600
BNSF 2002-107 (SA)	2	2	$5,000	$5,000	$3,200
BNSF 2002-116 (SA)	7	7	$30,000	$30,000	$19,200
BNSF 2002-128 (SA)	3	3	$7,500	$7,500	$4,800
BNSF 2002-136 (SA)	7	7	$27,500	$27,500	$17,500
BNSF 2002-140 (SA)	1	1	$5,000	$5,000	$3,200
BNSF 2002-145 (SA)	4	4	$10,000	$10,000	$6,450
BNSF 2002-158 (SA)	1	1	$5,000	$5,000	$3,150
BNSF 2002-172 (SA)	7	7	$22,500	$22,500	$14,250
BNSF 2002-175 (SA)	4	4	$12,500	$12,500	$7,950
BNSF 2003-3 (SA)	4	4	$10,000	$10,000	$6,375
BNSF 2003-7 (SA)	2	4	$20,000	$20,000	$14,525
BNSF 2003-8 (SA)	3	4	$15,000	$15,000	$10,800

BNSF 2003-9 (SA)	4	4	$15,000	$15,000	$9,550
BNSF 2003-14 (SA)	7	17	$42,500	$42,500	$27,200
BNSF 2003-15 (SA)	6	6	$17,500	$17,500	$11,025
BNSF 2003-24 (SA)	2	2	$5,000	$5,000	$3,075
BNSF 2003-27 (SA)	1	1	$2,500	$2,500	$1,600
BNSF 2002-34 (SI)	1	1	$5,000	$5,000	$3,350
BNSF 2002-43 (SI)	1	1	$2,500	$2,500	$1,675
BNSF 2002-64 (SI)	1	1	$5,000	$5,000	$3,350
BNSF 2002-73 (SI)	1	1	$1,000	$1,000	$670
BNSF 2002-113 (SI)	1	1	$1,000	$1,000	$670
BNSF 2002-120 (SI)	2	5	$5,000	$5,000	$3,190
BNSF 2002-122 (SI)	1	1	$1,000	$1,000	$670
BNSF 2002-123 (SI)	1	1	$5,000	$5,000	$3,350
BNSF 2002-141 (SI)	2	2	$6,000	$6,000	$4,170
BNSF 2002-148 (SI)	2	2	$10,000	$10,000	$6,600
BNSF 2002-187 (SI)	2	2	$10,000	$10,000	$6,850
BNSF 2002-10 (TS)	1	2	$10,000	$0	$0
BNSF 2002-12 (TS)	4	10	$27,500	$27,500	$19,200
BNSF 2002-13 (TS)	2	2	$7,500	$7,500	$5,350
BNSF 2002-21 (TS)	5	10	$19,500	$19,500	$13,800
BNSF 2002-26 (TS)	4	14	$28,000	$28,000	$20,150
BNSF 2002-27 (TS)	3	25	$56,500	$56,500	$41,000
BNSF 2002-30 (TS)	3	6	$14,000	$14,000	$10,325
BNSF 2002-36 (TS)	2	7	$7,000	$7,000	$4,400
BNSF 2002-39 (TS)	4	14	$14,000	$14,000	$8,775
BNSF 2002-40 (TS)	2	5	$17,000	$17,000	$11,850
BNSF 2002-41 (TS)	3	4	$5,500	$5,500	$3,650
BNSF 2002-49 (TS)	4	15	$15,000	$15,000	$9,400
BNSF 2002-54 (TS)	1	3	$3,000	$3,000	$1,950
BNSF 2002-61 (TS)	1	1	$2,000	$2,000	$1,300
BNSF 2002-68 (TS)	5	7	$34,000	$34,000	$25,500
BNSF 2002-75 (TS)	3	3	$12,500	$8,500	$5,950
BNSF 2002-77 (TS)	1	1	$5,000	$1,000	$650
BNSF 2002-79 (TS)	2	2	$6,000	$6,000	$4,200
BNSF 2002-84 (TS)	2	3	$12,500	$12,500	$8,725
BNSF 2002-90 (TS)	3	3	$12,500	$12,500	$9,325
BNSF 2002-100 (TS)	1	1	$2,500	$2,500	$1,850
BNSF 2002-109 (TS)	1	1	$2,500	$2,500	$2,000
BNSF 2002-114 (TS)	2	2	$7,500	$7,500	$5,300
BNSF 2002-117 (TS)	4	6	$13,500	$13,500	$9,550
BNSF 2002-118 (TS)	5	11	$37,000	$37,000	$27,000
BNSF 2002-125 (TS)	2	2	$10,000	$10,000	$7,075
BNSF 2002-134 (TS)	2	3	$16,000	$16,000	$11,520
BNSF 2002-155 (TS)	3	5	$25,000	$25,000	$17,950
BNSF 2002-156 (TS)	3	3	$10,000	$10,000	$7,075
BNSF 2002-157 (TS)	1	1	$1,000	$1,000	$650
BNSF 2002-168 (TS)	1	3	$6,000	$6,000	$3,600
BNSF 2002-171 (TS)	2	4	$12,500	$12,500	$8,750
BNSF 2002-174 (TS)	1	1	$1,000	$1,000	$700
BNSF 2002-176 (TS)	1	1	$2,500	$2,500	$1,750
BNSF 2002-177 (TS)	1	2	$10,000	$10,000	$7,500
BNSF 2002-185 (TS)	1	1	$1,000	$1,000	$700

BNSF 2003-1 (TS)	2	3	$7,000	$7,000	$4,650
BNSF 2003-2 (TS)	2	11	$27,500	$27,500	$19,500
BNSF 2003-5 (TS)	4	12	$24,500	$24,500	$17,900
BNSF 2003-11 (TS)	3	8	$15,500	$15,500	$11,375
BNSF 2003-17 (TS)	4	4	$7,000	$7,000	$4,850
BNSF 2003-18 (TS)	2	2	$6,000	$6,000	$4,250
BNSF 2003-19 (TS)	1	5	$5,000	$5,000	$3,125
BNSF 2003-28 (TS)	2	2	$6,000	$6,000	$4,400
BNSF 2003-30 (TS)	1	5	$5,000	$5,000	$3,125
BNSF 2003-32 (TS)	1	6	$6,000	$6,000	$3,750
BNSF 2003-34 (TS)	1	2	$5,000	$5,000	$3,500
BNSF 2003-36 (TS)	1	21	$21,000	$21,000	$13,125
BNSF 2003-37 (TS)	1	10	$10,000	$10,000	$6,250
BNSF 2003-43 (TS)	3	14	$14,000	$14,000	$8,750
BPRR 2002-1 (AD)	1	1	$5,000	$3,000	$5,000
BRC 2002-5 (AR)	1	1	$2,500	$2,500	$2,000
BRC 2002-2 (FCS)	1	1	$5,000	$5,000	$3,500
BRC 2002-6 (FCS)	1	1	$5,000	$5,000	$3,500
BRC 2002-7 (HMT)	1	2	$16,000	$16,000	$9,000
CLC 2002-3 (RW)	1	1	$2,000	$2,000	$2,000
CN 2002-28 (AD)	3	3	$15,000	$15,000	$9,300
CN 2002-33 (AD)	1	1	$5,000	$5,000	$3,100
CN 2002-25 (FCS)	1	1	$7,500	$7,500	$4,700
CN 2002-26 (HMT)	1	12	$26,000	$28,000	$18,500
CN 2002-1 (HS)	7	7	$7,000	$5,000	$3,000
CN 2002-10 (HS)	1	4	$4,000	$0	$0
CN 2002-18 (HS)	1	2	$2,000	$0	$0
CN 2002-34 (HS)	1	2	$2,000	$2,000	$1,100
CN 2002-37 (HS)	2	4	$4,000	$4,000	$2,200
CN 2002-43 (HS)	1	5	$5,000	$5,000	$2,750
CN 2002-2 (HSR)	9	10	$10,000	$10,000	$5,650
CN 2002-8 (HSR)	3	4	$4,000	$4,000	$2,350
CN 2002-11 (HSR)	1	1	$1,000	$1,000	$600
CN 2002-19 (HSR)	4	9	$9,000	$9,000	$5,200
CN 2002-24 (HSR)	1	1	$3,000	$3,000	$1,700
CN 2002-32 (HSR)	6	13	$13,000	$13,000	$7,250
CN 2002-4 (LI)	1	1	$7,500	$7,500	$4,600
CN 2002-12 (LI)	1	1	$6,500	$6,500	$4,100
CN 2002-13 (LI)	1	1	$5,000	$5,000	$3,100
CN 2002-15 (LI)	2	2	$14,000	$14,000	$8,600
CN 2002-27 (LI)	3	3	$22,500	$22,500	$13,900
CN 2002-40 (LI)	1	1	$2,500	$2,500	$1,550
CN 2002-6 (ROP)	1	1	$5,000	$5,000	$3,300
CN 2002-7 (RSP)	1	1	$2,500	$2,500	$1,625
CN 2002-22 (RSP)	4	4	$12,000	$12,000	$7,600
CN 2002-5 (RW)	1	1	$3,000	$3,000	$2,000
CN 2002-14 (RW)	1	1	$3,000	$3,000	$2,100
CN 2002-39 (RW)	1	3	$9,000	$9,000	$5,700
CN 2002-16 (SA)	2	2	$17,500	$17,500	$11,400
CN 2002-23 (SA)	4	4	$12,500	$12,500	$7,800
CN 2002-29 (SA)	3	3	$7,500	$7,500	$4,800
CN 2002-31 (SA)	3	3	$7,500	$7,500	$4,800

CN 2002-35 (SA)	1	1	$2,500	$2,500	$1,550
CN 2002-38 (SA)	3	3	$7,500	$7,500	$4,600
CN 2002-41 (SA)	6	6	$27,500	$27,500	$17,325
CN 2002-30 (SI)	1	1	$5,000	$5,000	$3,500
CN 2002-3 (TS)	1	1	$2,500	$2,500	$1,600
CN 2002-9 (TS)	1	3	$10,000	$10,000	$6,700
CN 2002-17 (TS)	2	50	$125,000	$125,000	$80,225
CN 2002-20 (TS)	1	1	$1,000	$1,000	$660
CN 2002-21 (TS)	1	1	$2,000	$2,000	$1,400
CN 2002-36 (TS)	2	6	$15,000	$15,000	$10,050
CORP 2001-1 (AD)	2	2	$10,000	$10,000	$6,000
CORP 2001-3 (FCS)	1	1	$2,500	$2,500	$1,600
CORP 2001-4 (LI)	1	1	$2,500	$2,500	$1,300
CORP 2002-1 (RSP)	1	1	$1,000	$1,000	$520
CORP 2001-5 (SA)	1	1	$2,500	$2,500	$1,300
CORP 2002-3 (SA)	1	1	$5,000	$5,000	$3,000
CORP 2002-4 (SA)	1	1	$2,500	$2,500	$1,600
CORP 2001-2 (TS)	1	1	$1,000	$0	$0
CORP 2001-6 (TS)	2	3	$12,000	$12,000	$7,350
CORP 2002-2 (TS)	3	6	$15,000	$15,000	$8,000
CP 2002-9 (FCS)	1	1	$7,500	$7,500	$6,000
CP 2002-6 (GC)	1	1	$5,000	$5,000	$3,250
CP 2002-10 (HMT)	1	4	$22,000	$5,000	$3,750
CP 2002-16 (HMT)	1	1	$1,000	$1,000	$775
CP 2002-19 (HMT)	1	1	$7,500	$7,500	$7,500
CP 2002-21 (HMT)	1	5	$34,000	$34,000	$25,500
CP 2002-18 (HS)	1	1	$1,000	$1,000	$550
CP 2002-15 (LI)	1	1	$6,000	$6,000	$2,525
CP 2002-22 (LI)	3	3	$24,000	$24,000	$12,200
CP 2003-7 (LI)	1	1	$8,500	$8,500	$6,500
CP 2002-14 (RW)	1	1	$3,000	$3,000	$2,025
CP 2002-20 (RW)	1	1	$3,000	$3,000	$2,175
CP 2002-23 (RW)	1	1	$3,000	$0	$0
CP 2003-3 (RW)	1	1	$1,500	$1,500	$1,200
CP 2002-4 (SA)	6	6	$27,500	$27,500	$19,500
CP 2002-5 (SA)	4	4	$17,500	$17,500	$12,625
CP 2002-8 (SA)	1	1	$10,000	$10,000	$7,500
CP 2002-12 (SA)	3	3	$7,500	$7,500	$5,125
CP 2003-1 (SA)	2	2	$5,000	$5,000	$3,500
CPDR 2002-1 (TS)	1	1	$2,500	$2,500	$2,500
CR 2002-8 (FCS)	2	2	$7,500	$7,500	$4,500
CR 2002-4 (HMT)	2	5	$36,000	$36,000	$25,000
CR 2002-7 (HMT)	2	2	$15,000	$15,000	$10,500
CR 2002-10 (HMT)	1	2	$7,000	$7,000	$4,620
CR 2002-9 (LI)	3	3	$12,000	$8,500	$5,720
CR 2002-6 (SA)	1	1	$2,500	$2,500	$1,600
CSX 2002-77 (AD)	4	5	$13,000	$13,000	$8,650
CSX 2002-127 (AD)	2	1	$5,000	$5,000	$3,250
CSX 2002-151 (AD)	1	1	$5,000	$5,000	$3,100
CSX 2003-4 (AD)	2	2	$10,000	$0	$0
CSX 2002-5 (AR)	3	3	$7,500	$5,000	$3,200
CSX 2002-7 (AR)	3	3	$7,500	$7,500	$3,000

CSX 2002-22 (AR)	9	9	$22,500	$22,500	$13,800
CSX 2002-75 (AR)	1	1	$2,500	$2,500	$1,600
CSX 2002-86 (AR)	1	1	$2,500	$0	$0
CSX 2002-114 (AR)	3	8	$20,000	$20,000	$5,500
CSX 2002-142 (AR)	1	1	$2,500	$2,500	$1,500
CSX 2003-45 (AR)	1	1	$2,500	$2,500	$1,650
CSX 2002-80 (EQ)	1	1	$1,000	$1,000	$675
CSX 2002-129 (EQ)	1	1	$1,000	$1,000	$650
CSX 2001-73 (FCS)	5	14	$35,000	$35,000	$21,625
CSX 2002-64 (FCS)	8	8	$25,000	$25,000	$16,250
CSX 2002-72 (FCS)	4	4	$12,500	$12,500	$7,900
CSX 2002-90 (FCS)	5	5	$15,000	$15,000	$10,125
CSX 2002-94 (FCS)	4	4	$10,000	$10,000	$6,400
CSX 2002-95 (FCS)	1	1	$2,500	$2,500	$1,525
CSX 2002-122 (FCS)	1	1	$2,500	$2,500	$1,550
CSX 2002-132 (FCS)	1	1	$2,500	$2,500	$1,650
CSX 2002-133 (FCS)	1	1	$2,500	$2,500	$1,550
CSX 2002-139 (FCS)	1	1	$2,500	$2,500	$1,650
CSX 2002-144 (FCS)	2	2	$5,000	$5,000	$3,450
CSX 2002-146 (FCS)	1	1	$2,500	$2,500	$1,600
CSX 2003-19 (FCS)	2	2	$5,000	$5,000	$3,200
CSX 2003-22 (FCS)	2	2	$10,000	$10,000	$6,200
CSX 2003-24 (FCS)	2	2	$5,000	$5,000	$3,250
CSX 2003-27 (FCS)	1	1	$2,500	$2,500	$1,650
CSX 2003-29 (FCS)	1	1	$5,000	$0	$0
CSX 2003-39 (FCS)	2	2	$5,000	$5,000	$3,150
CSX 2003-41 (FCS)	2	2	$7,500	$7,500	$4,700
CSX 2003-42 (FCS)	1	1	$2,500	$2,500	$1,675
CSX 2002-10 (GC)	2	2	$7,500	$7,500	$5,400
CSX 2002-16 (GC)	1	1	$2,500	$2,500	$1,800
CSX 2002-44 (GC)	1	1	$2,500	$2,500	$1,600
CSX 2002-120 (GC)	1	1	$1,000	$1,000	$650
CSX 2002-148 (GC)	1	1	$5,000	$5,000	$3,300
CSX 2003-37 (GC)	2	2	$3,500	$3,500	$2,350
CSX 2001-17 (HMT)	1	1	$5,000	$2,000	$1,600
CSX 2002-67 (HMT)	3	5	$31,000	$31,000	$18,500
CSX 2002-89 (HMT)	2	2	$12,000	$12,000	$7,800
CSX 2002-91 (HMT)	1	1	$2,000	$2,000	$1,550
CSX 2002-97 (HMT)	1	2	$13,500	$13,500	$9,100
CSX 2002-105 (HMT)	2	3	$16,500	$16,500	$10,100
CSX 2002-143 (HMT)	1	1	$1,000	$1,000	$850
CSX 2002-147 (HMT)	1	1	$5,000	$5,000	$3,250
CSX 2002-150 (HMT)	1	2	$10,000	$10,000	$5,250
CSX 2003-40 (HMT)	1	1	$4,000	$4,000	$2,600
CSX 2002-81 (HS)	1	2	$2,000	$0	$0
CSX 2002-108 (HS)	2	4	$4,000	$4,000	$2,650
CSX 2002-113 (HS)	1	1	$1,000	$1,000	$550
CSX 2003-44 (HS)	6	6	$6,000	$6,000	$3,600
CSX 2003-46 (HS)	1	2	$2,000	$2,000	$1,300
CSX 2002-74 (HSR)	6	9	$9,000	$9,000	$5,650
CSX 2002-109 (HSR)	2	2	$2,000	$2,000	$1,200
CSX 2002-112 (HSR)	2	2	$2,000	$2,000	$1,300

CSX 2000-156 (LI)	2	2	$7,500	$7,500	$4,600
CSX 2002-20 (LI)	2	2	$6,000	$6,000	$3,400
CSX 2002-60 (LI)	4	4	$10,000	$10,000	$6,700
CSX 2002-76 (LI)	8	8	$23,000	$22,000	$13,150
CSX 2002-126 (LI)	9	7	$14,500	$14,500	$9,350
CSX 2002-128 (LI)	3	3	$10,000	$10,000	$6,400
CSX 2002-137 (LI)	2	2	$16,500	$14,000	$9,250
CSX 2003-6 (LI)	3	3	$5,500	$5,500	$3,650
CSX 2003-8 (LI)	2	2	$5,000	$5,000	$3,150
CSX 2003-10 (LI)	3	3	$10,500	$10,500	$6,100
CSX 2003-11 (LI)	2	2	$5,000	$5,000	$3,200
CSX 2003-25 (LI)	2	2	$3,500	$3,500	$2,250
CSX 2003-13 (REM)	1	2	$10,000	$10,000	$6,500
CSX 2002-92 (ROP)	1	1	$5,000	$5,000	$3,250
CSX 2003-30 (ROP)	1	1	$2,500	$2,500	$1,600
CSX 2002-66 (RSP)	3	3	$10,000	$10,000	$6,500
CSX 2003-26 (RSP)	1	1	$5,000	$5,000	$3,300
CSX 2002-73 (RW)	2	2	$8,000	$8,000	$5,200
CSX 2002-93 (RW)	1	1	$3,000	$3,000	$1,950
CSX 2002-23 (SA)	9	17	$70,000	$70,000	$44,550
CSX 2002-63 (SA)	3	3	$15,000	$15,000	$9,350
CSX 2002-69 (SA)	6	6	$20,000	$20,000	$11,500
CSX 2002-70 (SA)	3	3	$7,500	$7,500	$4,900
CSX 2002-71 (SA)	2	2	$7,500	$7,500	$4,900
CSX 2002-82 (SA)	8	9	$42,500	$42,500	$28,500
CSX 2002-84 (SA)	1	1	$2,500	$2,500	$1,600
CSX 2002-85 (SA)	3	3	$15,000	$15,000	$10,125
CSX 2002-87 (SA)	5	5	$12,500	$12,500	$7,900
CSX 2002-99 (SA)	3	3	$12,500	$12,500	$8,100
CSX 2002-102 (SA)	4	4	$10,000	$10,000	$6,800
CSX 2002-107 (SA)	4	4	$12,500	$12,500	$8,350
CSX 2002-115 (SA)	5	5	$12,500	$12,500	$7,900
CSX 2002-117 (SA)	8	8	$22,500	$22,500	$14,250
CSX 2002-118 (SA)	8	8	$20,000	$20,000	$12,300
CSX 2002-119 (SA)	9	9	$22,500	$22,500	$14,300
CSX 2002-123 (SA)	5	5	$17,500	$17,500	$11,750
CSX 2002-124 (SA)	2	2	$10,000	$10,000	$6,600
CSX 2002-136 (SA)	3	3	$10,000	$10,000	$6,200
CSX 2002-138 (SA)	5	5	$20,000	$20,000	$12,800
CSX 2003-2 (SA)	3	3	$10,000	$10,000	$6,550
CSX 2003-3 (SA)	1	1	$2,500	$2,500	$1,550
CSX 2003-14 (SA)	5	5	$12,500	$12,500	$8,250
CSX 2003-16 (SA)	6	6	$15,000	$15,000	$9,700
CSX 2003-18 (SA)	6	6	$15,000	$15,000	$9,400
CSX 2003-20 (SA)	1	1	$2,500	$2,500	$1,600
CSX 2003-21 (SA)	2	2	$7,500	$7,500	$4,900
CSX 2003-23 (SA)	1	1	$5,000	$5,000	$3,350
CSX 2003-28 (SA)	8	8	$25,000	$25,000	$16,250
CSX 2003-32 (SA)	2	2	$7,500	$7,500	$4,900
CSX 2003-33 (SA)	4	4	$10,000	$10,000	$6,450
CSX 2003-34 (SA)	3	3	$11,000	$11,000	$5,200
CSX 2003-36 (SA)	2	2	$7,500	$4,950	$4,950

CSX 2002-30 (SI)	2	2	$5,000	$5,000	$3,250
CSX 2002-31 (SI)	1	1	$1,000	$1,000	$650
CSX 2002-65 (SI)	2	2	$6,000	$6,000	$3,750
CSX 2002-121 (SI)	2	2	$2,000	$2,000	$1,300
CSX 2002-145 (SI)	1	1	$2,500	$2,500	$1,600
CSX 2003-7 (SI)	1	2	$5,000	$5,000	$3,150
CSX 2003-12 (SI)	1	1	$1,000	$1,000	$675
CSX 2001-47 (TS)	1	1	$5,000	$5,000	$5,000
CSX 2001-55 (TS)	1	1	$5,000	$5,000	$5,000
CSX 2001-67 (TS)	1	1	$5,000	$5,000	$5,000
CSX 2002-12 (TS)	1	20	$50,000	$50,000	$25,000
CSX 2002-25 (TS)	4	13	$27,500	$27,500	$17,350
CSX 2002-62 (TS)	5	12	$23,000	$20,000	$13,000
CSX 2002-68 (TS)	1	24	$120,000	$120,000	$50,000
CSX 2002-78 (TS)	5	5	$11,000	$11,000	$7,000
CSX 2002-79 (TS)	6	12	$30,500	$30,500	$19,250
CSX 2002-83 (TS)	1	1	$5,000	$5,000	$3,300
CSX 2002-88 (TS)	1	5	$25,000	$25,000	$16,000
CSX 2002-96 (TS)	1	1	$2,500	$2,500	$1,700
CSX 2002-100 (TS)	1	3	$6,000	$6,000	$3,900
CSX 2002-103 (TS)	5	11	$22,500	$21,500	$14,000
CSX 2002-104 (TS)	4	12	$37,500	$37,500	$24,350
CSX 2002-106 (TS)	6	12	$25,000	$22,500	$14,800
CSX 2002-111 (TS)	2	2	$2,000	$2,000	$1,250
CSX 2002-116 (TS)	3	8	$12,000	$12,000	$7,750
CSX 2002-130 (TS)	1	1	$2,500	$2,500	$1,600
CSX 2002-135 (TS)	2	3	$7,500	$7,500	$3,200
CSX 2002-140 (TS)	3	15	$27,000	$25,500	$16,250
CSX 2003-9 (TS)	1	11	$21,000	$11,000	$7,450
CSX 2003-15 (TS)	2	3	$10,000	$10,000	$6,350
CSX 2003-17 (TS)	1	1	$2,000	$0	$0
CSX 2003-31 (TS)	1	4	$10,000	$10,000	$6,250
DGNO 2002-1 (TS)	1	2	$10,000	$10,000	$6,000
DH 2002-5 (FCS)	3	3	$6,000	$6,000	$4,350
DH 2002-1 (LI)	1	1	$5,000	$5,000	$3,750
DH 2002-4 (SA)	1	1	$2,500	$2,500	$1,875
DH 2002-2 (TS)	1	9	$18,000	$18,000	$14,400
DMVW 2002-1 (LI)	1	2	$5,000	$5,000	$5,000
EJE 2002-1 (AD)	1	1	$2,000	$2,000	$1,300
EJE 2002-2 (AD)	1	7	$17,500	$17,500	$11,900
EJE 2002-3 (SA)	1	1	$2,500	$2,500	$1,700
FCTY 2002-1 (EQ)	1	1	$10,000	$10,000	$5,000
FEC 1999-1 (AD)	1	1	$2,000	$0	$0
FEC 2001-3 (FCS)	2	2	$7,500	$7,500	$5,625
FEC 2002-3 (FCS)	4	4	$10,000	$10,000	$5,000
FEC 2002-5 (FCS)	1	1	$5,000	$5,000	$3,000
FEC 2002-1 (HMT)	1	1	$4,000	$4,000	$3,000
FEC 2001-4 (LI)	4	4	$17,000	$17,000	$9,875
FEC 2002-2 (REM)	1	1	$5,000	$5,000	$3,000
FEC 2002-4 (REM)	1	2	$10,000	$10,000	$3,000
FEC 2001-3 (TS)	2	2	$2,000	$2,000	$1,500
FGLK 2002-1 (LI)	1	1	$5,000	$5,000	$3,000

FNOR 2002-1 (GC)	1	1	$5,000	$5,000	$3,000
FSR 1998-1 (GC)	1	1	$2,500	$0	$0
FWWR 2003-1 (RW)	1	2	$6,000	$6,000	$3,000
GSWR 2002-2 (TS)	1	3	$3,000	$3,000	$3,000
GTW 2002-1 (AR)	1	2	$5,000	$5,000	$2,700
GTW 2002-4 (HS)	1	6	$6,000	$6,000	$3,300
GTW 2002-5 (HS)	1	1	$1,000	$1,000	$575
GTW 2002-3 (HSR)	1	1	$1,000	$1,000	$500
GTW 2002-2 (TS)	1	5	$25,000	$25,000	$17,250
GWWE 2001-1 (HSR)	2	20	$20,000	$20,000	$12,000
GWWR 2002-1 (BW)	1	1	$2,500	$2,500	$1,850
GWWR 2001-5 (LI)	1	1	$8,500	$8,500	$6,500
HOG 2002-1 (LI)	1	1	$2,500	$2,500	$2,500
IAIS 2002-1 (AD)	1	2	$10,000	$10,000	$6,000
IAIS 2002-2 (SA)	1	1	$7,500	$7,500	$5,250
IAIS 2003-1 (SA)	6	6	$15,000	$15,000	$7,500
IC 2002-17 (AR)	1	1	$2,500	$2,500	$1,550
IC 2002-19 (FCS)	1	1	$5,000	$5,000	$3,150
IC 2002-20 (FCS)	2	2	$5,000	$5,000	$3,150
IC 2002-22 (FCS)	1	1	$2,500	$2,500	$1,600
IC 2002-23 (FCS)	1	1	$2,500	$2,500	$1,550
IC 2002-26 (FCS)	3	13	$32,000	$3,200	$19,900
IC 2002-9 (GC)	1	1	$5,000	$5,000	$3,300
IC 2002-5 (HMT)	1	2	$2,000	$2,000	$1,300
IC 2002-11 (LI)	1	1	$5,000	$5,000	$3,150
IC 2002-2 (ROP)	1	1	$5,000	$5,000	$3,150
IC 2002-4 (ROP)	1	1	$2,000	$2,000	$1,400
IC 2002-12 (RSP)	1	1	$5,000	$5,000	$3,150
IC 2002-7 (RW)	1	1	$2,000	$2,000	$1,300
IC 2002-1 (SA)	1	1	$2,500	$2,500	$1,600
IC 2002-6 (SA)	1	1	$5,000	$5,000	$3,100
IC 2002-8 (SA)	1	1	$2,500	$2,500	$1,625
IC 2002-10 (SA)	1	1	$2,500	$2,500	$1,550
IC 2002-14 (SA)	7	7	$22,500	$22,500	$14,125
IC 2002-15 (SA)	9	9	$25,000	$25,000	$15,275
IC 2002-16 (SA)	2	2	$5,000	$5,000	$3,200
IC 2002-21 (SA)	1	1	$2,500	$2,500	$1,400
IC 2002-24 (SA)	3	3	$7,500	$7,500	$4,600
IC 2002-25 (SA)	3	3	$10,000	$10,000	$6,200
IC 2002-3 (SI)	1	1	$1,000	$1,000	$700
IC 2002-13 (TS)	1	1	$5,000	$5,000	$3,300
IC 2002-18 (TS)	1	1	$5,000	$5,000	$3,250
IHB 2002-2 (FCS)	2	2	$7,500	$7,500	$5,000
IHB 2002-1 (SA)	4	4	$15,000	$15,000	$11,000
IHB 2003-1 (SA)	1	1	$2,500	$2,500	$2,500
IMRL 2002-3 (GC)	1	1	$5,000	$5,000	$2,500
IMRL 2002-6 (LI)	1	1	$6,000	$6,000	$1,500
IMRL 2002-5 (ROP)	1	1	$5,000	$5,000	$2,500
IMRL 2002-4 (TS)	1	1	$5,000	$5,000	$2,500
IORY 2002-3 (LI)	1	1	$10,000	$10,000	$6,000
IORY 2002-2 (ROP)	4	4	$20,000	$10,000	$5,000
IORY 2002-4 (ROP)	1	1	$5,000	$5,000	$3,500

IORY 2002-5 (ROP)	1	1	$5,000	$0	$0
ISSR 2002-1 (TS)	1	1	$1,000	$1,000	$1,000
KCS 2002-35 (AD)	1	1	$5,000	$5,000	$3,300
KCS 2002-16 (AR)	6	6	$15,000	$15,000	$11,000
KCS 2002-19 (AR)	4	4	$10,000	$10,000	$5,500
KCS 2002-26 (AR)	0	10	$25,000	$25,000	$15,500
KCS 2002-27 (AR)	7	7	$17,500	$17,500	$12,000
KCS 2002-28 (AR)	1	1	$2,500	$2,500	$1,850
KCS 2002-37 (AR)	1	1	$2,500	$2,500	$1,700
KCS 2002-41 (AR)	1	1	$2,500	$2,500	$1,700
KCS 2002-8 (FCS)	3	3	$12,500	$12,500	$7,500
KCS 2002-11 (FCS)	1	1	$2,500	$2,500	$1,850
KCS 2002-21 (FCS)	1	1	$5,000	$5,000	$2,800
KCS 2002-25 (FCS)	1	1	$2,500	$2,500	$1,850
KCS 2002-34 (FCS)	1	1	$2,500	$2,500	$1,800
KCS 2002-36 (FCS)	1	1	$2,500	$2,500	$1,850
KCS 2002-42 (FCS)	8	8	$18,000	$18,000	$14,000
KCS 2002-39 (GC)	1	1	$5,000	$2,500	$1,850
KCS 2002-43 (GC)	1	1	$2,500	$2,500	$2,000
KCS 2002-3 (HMT)	1	2	$11,000	$11,000	$8,000
KCS 2002-4 (HMT)	1	1	$2,000	$2,000	$1,400
KCS 2002-20 (HMT)	1	1	$2,000	$2,000	$1,500
KCS 2002-13 (HS)	1	2	$2,000	$2,000	$1,700
KCS 2002-2 (LI)	1	1	$2,500	$2,500	$1,800
KCS 2002-6 (LI)	2	2	$9,000	$9,000	$6,000
KCS 2002-7 (LI)	1	1	$4,000	$4,000	$3,000
KCS 2002-10 (LI)	1	1	$2,500	$2,500	$1,850
KCS 2002-17 (LI)	2	2	$13,500	$13,500	$10,000
KCS 2002-22 (LI)	4	4	$18,500	$18,500	$13,500
KCS 2002-24 (LI)	3	3	$18,500	$18,500	$14,000
KCS 2002-33 (LI)	4	4	$18,000	$18,000	$12,000
KCS 2002-44 (ROP)	1	1	$5,000	$5,000	$2,800
KCS 2002-12 (RW)	1	1	$1,000	$2,500	$1,850
KCS 2002-15 (RW)	1	1	$2,000	$2,000	$1,600
KCS 2002-1 (SA)	1	1	$2,500	$2,500	$1,800
KCS 2002-5 (SA)	1	1	$5,000	$5,000	$3,500
KCS 2002-9 (SA)	7	7	$27,500	$27,500	$21,000
KCS 2002-14 (SA)	7	7	$25,000	$25,000	$18,000
KCS 2002-23 (SA)	3	3	$10,000	$10,000	$7,500
KCS 2002-29 (SA)	0	10	$32,500	$32,500	$22,000
KCS 2002-30 (SA)	0	10	$42,500	$42,500	$28,000
KCS 2002-31 (SA)	6	6	$17,500	$17,500	$14,500
KCS 2002-32 (SA)	5	5	$17,500	$17,500	$13,000
KCS 2002-38 (SA)	3	4	$15,000	$15,000	$11,000
KCS 2002-40 (SA)	1	1	$2,500	$2,500	$1,800
KCS 2002-18 (SI)	1	1	$2,500	$2,500	$1,800
KRT 2001-1 (SA)	4	4	$10,000	$10,000	$6,500
LCI 2001-1 (EO)	1	5	$25,000	$20,000	$8,000
LS 1998-1 (FCS)	1	1	$2,500	$0	$0
LSRC 2001-2 (HSR)	1	10	$10,000	$10,000	$5,000
MAW 1998-1 (GC)	1	1	$5,000	$5,000	$1,000
MDDE 1998-1 (LI)	1	1	$4,500	$4,500	$2,375

MEC 2002-1 (TS)	1	1	$1,000	$1,000	$600
MEC 2002-2 (TS)	1	1	$2,500	$2,500	$1,375
MEC 2002-3 (TS)	1	2	$5,000	$5,000	$5,000
MEC 2002-4 (TS)	1	2	$5,000	$5,000	$2,750
MEC 2002-5 (TS)	1	1	$1,000	$1,000	$580
MEC 2003-1 (TS)	1	4	$10,000	$10,000	$5,500
MH 2002-1 (HS)	1	2	$2,000		$1,000
MH 2001-1 (ROP)	1	2	$7,000	$7,000	$3,500
MH 2001-2 (RSP)	1	1	$5,000	$0	$0
MNA 2001-1 (AD)	1	1	$5,000	$5,000	$3,000
MNA 2000-1 (EQ)	1	1	$1,000	$1,000	$600
MNA 1999-1 (SA)	2	2	$7,500	$7,500	$5,250
MNCW 2002-2 (AD)	4	4	$8,500	$8,500	$5,300
MNCW 2002-1 (HSR)	1	1	$1,000	$1,000	$650
MNCW 2002-3 (HSR)	1	22	$22,000	$22,000	$13,500
MNCW 2001-1 (LI)	7	7	$17,500	$15,000	$7,000
MNCW 2002-4 (PEQ)	1	1	$5,000	$5,000	$5,000
MNCW 2002-5 (ROP)	1	1	$5,000	$5,000	$5,000
MNCW 2002-6 (ROP)	1	1	$5,000	$5,000	$5,000
MNCW 2003-1 (SA)	2	2	$15,000	$15,000	$12,500
MPA 2001-1 (ROP)	1	1	$5,000	$5,000	$3,250
MRL 2001-2 (AD)	1	1	$3,000	$3,000	$1,500
MRL 2001-1 (AR)	2	2	$5,000	$5,000	$1,500
MRL 2001-4 (EQ)	1	1	$1,000	$0	$0
MRL 2002-3 (GC)	2	2	$5,000	$5,000	$2,750
MRL 2002-1 (HMT)	1	1	$6,000	$6,000	$3,450
MRL 2002-2 (HMT)	1	2	$10,000	$10,000	$5,500
MRL 2000-3 (RW)	1	1	$1,000	$0	$0
MRL 2001-5 (SI)	1	1	$5,000	$5,000	$3,250
MRL 2001-3 (TS)	2	5	$22,500	$22,500	$13,000
MRL 2001-6 (TS)	2	2	$10,000	$10,000	$5,250
MWRR 2001-1 (TS)	1	1	$1,000	$1,000	$650
NCRY 2001-1 (AD)	3	3	$7,000	$0	$0
NCRY 2001-2 (AR)	1	1	$2,500	$0	$0
NEC 2002-1 (TS)	1	1	$5,000	$5,000	$5,000
NECR 2002-1 (TS)	1	1	$5,000	$5,000	$5,000
NENE 2002-1 (TS)	1	1	$2,500	$2,500	$2,500
NIRC 2003-1 (HS)	2	4	$4,000	$4,000	$2,600
NIRC 2001-2 (RW)	1	1	$2,000	$2,000	$1,500
NIRC 2002-1 (RW)	1	1	$1,500	$1,500	$1,000
NJTR 2003-2 (LI)	1	1	$1,500	$1,500	$1,000
NJTR 2002-5 (RW)	4	4	$4,000	$4,000	$2,400
NKCR 2003-1 (LI)	1	1	$2,500	$2,500	$1,500
NOPB 2002-2 (HMT)	1	1	$1,000	$1,000	$650
NPB 2002-2 (HS)	1	1	$1,000	$1,000	$1,000
NYSW 2001-1 (EQ)	1	1	$5,000	$5,000	$3,000
NYSW 2001-2 (ROP)	1	1	$5,000	$5,000	$3,500
OHRY 2001-2 (FCS)	1	1	$5,000	$5,000	$3,500
OHRY 2001-1 (TS)	1	1	$1,000	$5,000	$3,500
PAL 2002-2 (SA)	1	1	$2,500	$2,500	$2,500
PAL 2002-4 (SA)	1	1	$2,500	$2,500	$2,500
PAL 2002-5 (SA)	1	1	$2,500	$2,500	$2,500

PNWR 2002-1 (LI)	1	1	$2,500	$2,500	$1,725
PNWR 2002-2 (SA)	1	1	$5,000	$5,000	$3,450
POTB 2001-5 (FCS)	1	1	$7,500	$7,500	$2,850
POTB 2001-3 (HSR)	1	1	$1,000	$1,000	$500
POTB 2001-2 (LI)	1	1	$2,500	$2,500	$1,750
POTB 2001-4 (LI)	1	1	$2,500	$2,500	$1,750
POTB 2001-1 (REM)	1	1	$5,000	$0	$0
POTB 2001-6 (RSP)	1	2	$2,000	$2,000	$1,000
RJCR 2000-1 (TS)	1	1	$5,000	$0	$0
RRC 2003-2 (RW)	1	1	$2,500	$2,500	$2,500
RRVW 2003-1 (GC)	1	1	$2,500	$2,500	$2,500
RT 2001-1 (LI)	1	1	$2,500	$2,500	$500
RT 2001-2 (ROP)	1	1	$5,000	$5,000	$500
SB 2000-1 (SA)	1	1	$7,500	$7,500	$4,500
SCAX 1998-2 (GC)	1	1	$5,000	$5,000	$4,000
SCAX 2001-1 (GC)	1	1	$5,000	$5,000	$4,000
SCRT 2003-2 (GC)	3	11	$24,500	$24,500	$24,500
SCXF 2000-1 (SA)	2	2	$15,000	$15,000	$7,500
SDNX 2002-1 (TS)	1	1	$5,000	$5,000	$5,000
SDNX 2002-2 (TS)	1	1	$5,000	$5,000	$5,000
SEPA 2002-4 (AR)	6	6	$15,000	$15,000	$10,500
SEPA 2003-5 (HSR)	1	1	$1,000	$1,000	$750
SEPA 2003-1 (LI)	1	1	$3,500	$3,500	$2,800
SEPA 2003-3 (LI)	2	2	$5,000	$5,000	$3,000
SEPA 2003-2 (ROP)	1	1	$5,000	$5,000	$3,750
SEPA 2003-4 (ROP)	1	1	$5,000	$5,000	$3,250
SEPA 2002-1 (RSP)	2	2	$2,000	$2,000	$2,000
SJVR 2002-1 (GC)	1	1	$2,500	$2,500	$1,250
SJVR 2002-2 (GC)	1	10	$25,000	$25,000	$12,500
SKOL 2001-1 (AD)	1	1	$2,000	$2,000	$1,400
SKOL 2001-2 (AD)	1	1	$2,500	$2,500	$1,500
SKOL 2000-1 (GC)	1	1	$1,000	$1,000	$500
SLR 2002-1 (HMT)	1	1	$5,000	$5,000	$2,800
SLR 2000-1 (TS)	1	10	$50,000	$50,000	$33,000
SLR 2000-2 (TS)	1	1	$25,000	$25,000	$17,000
SMV 2002-1 (ROP)	1	1	$2,000	$2,000	$500
SNCX 2002-1 (AR)	8	8	$0	$0	$0
SOU 2001-75 (AD)	4	14	$63,500	$41,000	$26,000
SOU 2001-143 (AD)	8	8	$24,000	$21,500	$13,900
SOU 2001-144 (AD)	1	4	$13,500	$6,000	$4,000
SOU 2002-40 (AD)	5	4	$20,000	$20,000	$12,500
SOU 2002-58 (AD)	4	7	$18,500	$18,500	$13,450
SOU 2002-137 (AD)	2	3	$4,000	$4,000	$2,600
SOU 2003-2 (AD)	6	6	$26,000	$16,000	$11,400
SOU 2002-7 (AR)	5	5	$12,500	$12,500	$7,550
SOU 2002-39 (AR)	1	1	$2,500	$2,500	$1,250
SOU 2002-60 (AR)	1	1	$2,500	$2,500	$1,700
SOU 2002-76 (AR)	2	2	$5,000	$2,500	$1,700
SOU 2002-79 (AR)	1	1	$2,500	$2,500	$1,625
SOU 2002-122 (AR)	2	2	$5,000	$5,000	$3,125
SOU 2002-127 (AR)	1	1	$2,500	$0	$0
SOU 2003-11 (AR)	1	1	$2,500	$2,500	$1,625

SOU 2001-94 (BW)	2	9	$40,000	$40,000	$28,000
SOU 2002-120 (BW)	1	1	$5,000	$5,000	$3,250
SOU 2002-30 (EQ)	5	5	$15,000	$12,500	$8,300
SOU 2002-27 (FCS)	3	13	$37,500	$37,500	$24,675
SOU 2002-43 (FCS)	9	13	$35,000	$35,000	$23,525
SOU 2002-44 (FCS)	4	4	$12,500	$10,000	$7,750
SOU 2002-45 (FCS)	1	1	$2,500	$2,500	$1,700
SOU 2002-50 (FCS)	0	10	$47,500	$32,500	$23,600
SOU 2002-51 (FCS)	4	4	$10,000	$10,000	$6,800
SOU 2002-56 (FCS)	3	7	$17,500	$17,500	$12,600
SOU 2002-71 (FCS)	3	23	$110,000	$95,000	$51,125
SOU 2002-82 (FCS)	6	6	$20,000	$20,000	$13,750
SOU 2002-93 (FCS)	1	1	$2,500	$2,500	$1,700
SOU 2002-94 (FCS)	5	5	$12,500	$12,500	$8,500
SOU 2002-102 (FCS)	8	8	$20,000	$20,000	$14,000
SOU 2002-106 (FCS)	1	1	$2,500	$2,500	$1,750
SOU 2002-108 (FCS)	8	8	$20,000	$20,000	$13,375
SOU 2002-117 (FCS)	3	3	$7,500	$7,500	$5,250
SOU 2002-119 (FCS)	5	5	$20,000	$20,000	$13,500
SOU 2002-124 (FCS)	1	1	$2,500	$2,500	$1,625
SOU 2002-129 (FCS)	9	9	$18,500	$18,500	$12,450
SOU 2002-134 (FCS)	7	7	$25,000	$25,000	$17,500
SOU 2002-135 (FCS)	8	8	$22,500	$22,500	$15,475
SOU 2002-149 (FCS)	2	2	$5,000	$5,000	$3,500
SOU 2002-150 (FCS)	9	9	$22,500	$22,500	$14,875
SOU 2002-153 (FCS)	1	1	$2,500	$2,500	$1,625
SOU 2003-12 (FCS)	2	2	$12,500	$12,500	$9,125
SOU 2003-21 (FCS)	2	2	$5,000	$5,000	$3,250
SOU 2003-25 (FCS)	2	2	$5,000	$5,000	$3,550
SOU 2003-30 (FCS)	2	2	$5,000	$5,000	$3,500
SOU 2003-33 (FCS)	1	1	$2,500	$2,500	$1,625
SOU 2002-95 (GC)	1	1	$5,000	$5,000	$3,700
SOU 2002-96 (GC)	1	1	$5,000	$5,000	$3,700
SOU 2002-143 (GC)	1	1	$5,000	$5,000	$3,800
SOU 2003-37 (GC)	1	1	$5,000	$5,000	$4,000
SOU 2001-91 (HMT)	1	2	$10,000	$10,000	$4,500
SOU 2001-127 (HMT)	3	6	$42,000	$19,500	$12,675
SOU 2001-147 (HMT)	4	11	$38,500	$38,500	$23,500
SOU 2002-9 (HMT)	2	3	$16,000	$16,000	$9,975
SOU 2002-72 (HMT)	5	6	$40,000	$40,000	$26,550
SOU 2002-73 (HMT)	1	2	$11,500	$11,500	$7,750
SOU 2002-86 (HMT)	1	3	$16,500	$16,500	$10,000
SOU 2002-99 (HMT)	1	2	$11,500	$11,500	$7,600
SOU 2002-101 (HMT)	1	2	$11,500	$11,500	$7,500
SOU 2002-104 (HMT)	1	6	$12,000	$12,000	$7,500
SOU 2002-107 (HMT)	1	1	$5,000	$5,000	$3,250
SOU 2002-132 (HMT)	6	15	$86,500	$86,500	$51,000
SOU 2002-139 (HMT)	2	5	$17,000	$17,000	$10,950
SOU 2003-20 (HMT)	1	1	$5,000	$5,000	$3,100
SOU 2003-23 (HMT)	1	1	$1,000	$1,000	$650
SOU 2002-41 (HS)	1	1	$1,000	$1,000	$750
SOU 2002-87 (HS)	2	3	$3,000	$3,000	$2,175

SOU 2002-116 (HS)	2	3	$3,000	$3,000	$2,050
SOU 2002-125 (HS)	1	1	$1,000	$1,000	$675
SOU 2002-126 (HS)	1	1	$1,000	$1,000	$725
SOU 2002-145 (HS)	6	6	$6,000	$6,000	$4,225
SOU 2002-146 (HS)	0	10	$10,000	$10,000	$7,200
SOU 2002-147 (HS)	0	10	$10,000	$10,000	$7,000
SOU 2002-148 (HS)	4	4	$4,000	$4,000	$3,000
SOU 2002-151 (HS)	2	2	$2,000	$2,000	$1,430
SOU 2002-156 (HS)	1	3	$3,000	$3,000	$1,950
SOU 2001-59 (HSR)	0	43	$43,000	$43,000	$27,950
SOU 2002-22 (HSR)	1	1	$1,000	$1,000	$650
SOU 2002-48 (HSR)	6	12	$12,000	$5,000	$3,250
SOU 2002-84 (HSR)	8	18	$18,000	$18,000	$11,700
SOU 2002-85 (HSR)	6	20	$20,000	$20,000	$13,000
SOU 2002-105 (HSR)	1	1	$1,000	$1,000	$700
SOU 2002-128 (HSR)	1	1	$1,000	$1,000	$650
SOU 2003-15 (HSR)	1	2	$2,000	$2,000	$1,500
SOU 2003-28 (HSR)	4	4	$4,000	$4,000	$2,720
SOU 2002-32 (LI)	8	8	$33,000	$33,000	$23,250
SOU 2002-47 (LI)	7	7	$23,500	$23,500	$16,475
SOU 2002-49 (LI)	6	6	$29,000	$29,000	$20,625
SOU 2002-53 (LI)	1	1	$4,500	$3,500	$2,500
SOU 2002-54 (LI)	1	1	$1,000	$1,000	$700
SOU 2002-55 (LI)	1	1	$2,000	$2,000	$1,500
SOU 2002-57 (LI)	4	4	$13,000	$13,000	$9,125
SOU 2002-61 (LI)	5	5	$18,500	$18,500	$12,800
SOU 2002-74 (LI)	3	3	$17,500	$17,500	$11,900
SOU 2002-83 (LI)	6	6	$39,500	$39,500	$29,000
SOU 2002-90 (LI)	1	1	$5,000	$2,500	$1,875
SOU 2002-97 (LI)	1	1	$6,000	$6,000	$4,025
SOU 2002-100 (LI)	1	1	$10,000	$2,500	$1,250
SOU 2002-103 (LI)	6	6	$27,000	$27,000	$18,515
SOU 2002-113 (LI)	3	13	$38,500	$38,500	$25,820
SOU 2002-136 (LI)	2	12	$55,500	$50,500	$34,540
SOU 2002-140 (LI)	2	2	$9,500	$7,000	$4,780
SOU 2002-141 (LI)	2	2	$9,000	$9,000	$6,150
SOU 2003-4 (LI)	3	3	$10,000	$10,000	$7,075
SOU 2003-5 (LI)	1	1	$3,000	$3,000	$2,160
SOU 2003-13 (LI)	1	1	$2,500	$2,500	$1,675
SOU 2003-18 (LI)	1	1	$5,000	$5,000	$3,350
SOU 2003-9 (REM)	1	1	$5,000	$5,000	$3,400
SOU 2002-52 (ROP)	1	1	$2,000	$2,000	$1,500
SOU 2002-130 (ROP)	1	1	$5,000	$5,000	$3,500
SOU 2002-59 (RSP)	1	1	$2,500	$2,500	$1,375
SOU 2002-98 (RW)	1	1	$2,000	$2,000	$1,000
SOU 2003-24 (RW)	1	1	$1,000	$1,000	$700
SOU 2001-109 (SA)	2	2	$7,500	$7,500	$5,025
SOU 2001-156 (SA)	5	5	$17,500	$15,000	$10,125
SOU 2002-11 (SA)	2	2	$7,500	$7,500	$5,025
SOU 2002-23 (SA)	1	1	$5,000	$5,000	$3,500
SOU 2002-33 (SA)	5	5	$25,000	$17,500	$12,050
SOU 2002-36 (SA)	4	4	$10,000	$10,000	$6,575

SOU 2002-46 (SA)	5	5	$30,000	$27,500	$19,350
SOU 2002-62 (SA)	7	7	$20,000	$20,000	$13,250
SOU 2002-63 (SA)	6	6	$15,000	$15,000	$9,750
SOU 2002-64 (SA)	5	5	$12,500	$12,500	$8,125
SOU 2002-65 (SA)	5	5	$12,500	$12,500	$8,125
SOU 2002-67 (SA)	6	6	$15,000	$15,000	$10,300
SOU 2002-78 (SA)	4	4	$10,000	$10,000	$6,625
SOU 2002-80 (SA)	7	7	$20,000	$20,000	$13,250
SOU 2002-81 (SA)	8	8	$22,500	$22,500	$15,350
SOU 2002-89 (SA)	3	3	$7,500	$7,500	$5,325
SOU 2002-91 (SA)	5	5	$15,000	$15,000	$10,400
SOU 2002-92 (SA)	5	5	$22,500	$12,500	$6,875
SOU 2002-110 (SA)	1	1	$2,500	$2,500	$1,675
SOU 2002-115 (SA)	8	8	$25,000	$25,000	$17,250
SOU 2002-118 (SA)	1	1	$2,500	$2,500	$1,700
SOU 2002-123 (SA)	4	4	$12,500	$12,500	$8,400
SOU 2002-131 (SA)	4	4	$10,000	$10,000	$6,750
SOU 2002-133 (SA)	1	3	$15,000	$15,000	$9,750
SOU 2002-142 (SA)	3	3	$10,000	$10,000	$6,650
SOU 2002-155 (SA)	1	1	$2,500	$2,500	$1,675
SOU 2003-1 (SA)	4	4	$40,000	$10,000	$7,500
SOU 2003-8 (SA)	1	1	$2,500	$2,500	$1,700
SOU 2003-10 (SA)	4	4	$20,000	$20,000	$15,000
SOU 2003-16 (SA)	2	2	$7,500	$7,500	$5,025
SOU 2003-19 (SA)	1	2	$5,000	$5,000	$3,400
SOU 2003-26 (SA)	2	2	$7,500	$7,500	$4,975
SOU 2003-40 (SA)	2	2	$10,000	$5,000	$6,800
SOU 2002-15 (SI)	1	1	$2,500	$2,500	$2,000
SOU 2002-114 (SI)	1	1	$5,000	$5,000	$3,500
SOU 2003-14 (SI)	2	3	$7,000	$7,000	$5,000
SOU 2001-134 (TS)	1	6	$6,000	$6,000	$4,200
SOU 2002-38 (TS)	1	1	$5,000	$5,000	$3,250
SOU 2002-66 (TS)	1	4	$15,000	$15,000	$10,250
SOU 2002-75 (TS)	1	1	$5,000	$5,000	$3,250
SOU 2002-88 (TS)	1	1	$2,500	$2,500	$1,750
SS 2001-1 (HMT)	1	5	$5,000	$0	$0
ST 2002-3 (AR)	3	3	$7,500	$7,500	$3,250
ST 2002-2 (LI)	1	1	$5,000	$0	$0
ST 2002-6 (LI)	1	1	$6,500	$6,500	$3,000
ST 2002-4 (ROP)	1	1	$5,000	$5,000	$3,000
ST 2002-1 (RW)	1	1	$1,000	$1,000	$700
ST 2002-5 (SA)	1	1	$5,000	$5,000	$1,500
TASD 2002-2 (RSP)	1	1	$5,000	$5,000	$5,000
TM 2001-3 (FCS)	1	1	$5,000	$5,000	$3,500
TM 2001-6 (FCS)	3	3	$7,500	$7,500	$4,875
TM 2001-8 (FCS)	2	2	$5,000	$5,000	$3,250
TM 2001-9 (FCS)	1	1	$2,500	$2,500	$1,625
TM 2002-1 (FCS)	3	3	$7,500	$7,500	$5,125
TM 2002-3 (FCS)	2	2	$5,000	$5,000	$3,750
TM 2001-5 (LI)	1	1	$2,500	$2,500	$1,625
TM 2002-2 (ROP)	1	1	$5,000	$5,000	$3,000
TM 2001-2 (ROR)	1	1	$5,000	$5,000	$3,500

TM 2001-4 (RW)	1	3	$11,000	$11,000	$6,600
TM 2001-7 (SA)	1	1	$2,500	$2,500	$1,750
TM 2001-10 (SA)	2	2	$5,000	$5,000	$3,750
TM 2001-1 (TS)	1	1	$5,000	$5,000	$3,500
TNMR 2001-1 (TS)	1	3	$3,000	$3,000	$1,500
TRRA 2002-1 (HMT)	1	1	$5,000	$5,000	$5,000
TRRA 2002-4 (SA)	1	1	$2,500	$2,500	$2,500
TSRR 2001-2 (FCS)	2	2	$10,000	$10,000	$5,000
TSRR 2000-1 (LI)	2	2	$18,000	$18,000	$9,000
TSRR 2001-1 (SA)	3	3	$17,500	$17,500	$8,750
UP 2002-75 (AD)	1	1	$2,000	$2,000	$1,000
UP 2002-106 (AD)	2	2	$10,000	$0	$0
UP 2002-302 (AD)	3	6	$15,000	$12,250	$6,750
UP 2001-183 (AR)	2	4	$10,000	$7,500	$5,250
UP 2002-10 (AR)	2	2	$5,000	$5,000	$2,000
UP 2002-58 (AR)	1	1	$2,500	$2,500	$1,875
UP 2002-74 (AR)	2	2	$5,000	$5,000	$4,000
UP 2002-100 (AR)	2	2	$5,000	$2,500	$2,000
UP 2002-111 (AR)	1	1	$2,500	$2,500	$2,000
UP 2002-125 (AR)	5	5	$12,500	$10,000	$7,800
UP 2002-156 (AR)	1	1	$2,500	$2,500	$1,500
UP 2002-196 (AR)	1	1	$2,500	$2,500	$1,875
UP 2002-213 (AR)	1	1	$2,500	$2,500	$2,000
UP 2002-256 (AR)	3	3	$7,500	$7,500	$5,800
UP 2002-296 (AR)	1	1	$2,500	$2,500	$1,875
UP 2003-26 (AR)	2	2	$5,000	$5,000	$3,750
UP 2002-12 (EP)	1	1	$1,000	$1,000	$800
UP 2002-214 (EP)	1	1	$1,000	$1,000	$750
UP 2001-194 (EQ)	3	3	$7,500	$7,500	$5,800
UP 2002-29 (EQ)	5	5	$17,500	$17,500	$14,000
UP 2002-82 (EQ)	1	1	$5,000	$5,000	$4,000
UP 2002-90 (EQ)	1	1	$4,000	$4,000	$3,200
UP 2002-107 (EQ)	1	1	$2,500	$2,500	$1,750
UP 2002-138 (EQ)	1	1	$500	$500	$500
UP 2002-301 (EQ)	3	12	$18,000	$18,000	$10,800
UP 2002-303 (EQ)	1	1	$1,000	$1,000	$800
UP 2001-19 (FCS)	1	1	$5,000	$5,000	$4,000
UP 2001-124 (FCS)	5	5	$19,000	$19,000	$14,025
UP 2001-167 (FCS)	9	19	$55,000	$55,000	$37,800
UP 2001-193 (FCS)	9	9	$27,500	$27,500	$21,275
UP 2001-228 (FCS)	1	1	$2,500	$2,500	$1,500
UP 2002-26 (FCS)	0	10	$37,000	$37,000	$20,300
UP 2002-27 (FCS)	2	12	$37,500	$35,000	$24,775
UP 2002-28 (FCS)	5	15	$50,000	$50,000	$38,500
UP 2002-50 (FCS)	4	4	$10,000	$10,000	$7,600
UP 2002-66 (FCS)	7	17	$57,500	$57,500	$42,650
UP 2002-67 (FCS)	4	14	$50,000	$50,000	$37,750
UP 2002-81 (FCS)	1	1	$2,500	$2,500	$1,875
UP 2002-101 (FCS)	9	9	$35,000	$35,000	$25,350
UP 2002-115 (FCS)	7	7	$22,500	$22,500	$17,875
UP 2002-137 (FCS)	9	19	$57,500	$57,500	$42,725
UP 2002-153 (FCS)	2	2	$7,500	$7,500	$5,725

UP 2002-191 (FCS)	7	17	$65,000	$65,000	$46,875
UP 2002-194 (FCS)	1	1	$2,500	$0	$0
UP 2002-220 (FCS)	2	2	$12,500	$12,500	$8,875
UP 2002-222 (FCS)	6	6	$23,500	$23,500	$15,000
UP 2002-224 (FCS)	1	1	$5,000	$5,000	$4,000
UP 2002-225 (FCS)	2	2	$5,000	$5,000	$3,750
UP 2002-244 (FCS)	9	9	$30,000	$30,000	$23,875
UP 2002-248 (FCS)	1	1	$2,500	$2,500	$2,000
UP 2002-249 (FCS)	6	6	$17,500	$17,500	$13,675
UP 2002-269 (FCS)	1	1	$2,500	$2,500	$2,000
UP 2002-275 (FCS)	2	2	$5,000	$5,000	$3,750
UP 2003-1 (FCS)	4	4	$15,000	$15,000	$11,675
UP 2001-187 (GC)	1	1	$2,500	$2,500	$1,250
UP 2002-21 (GC)	1	2	$10,000	$10,000	$8,000
UP 2002-63 (GC)	4	4	$12,500	$12,500	$9,125
UP 2002-219 (GC)	1	1	$5,000	$5,000	$3,750
UP 2002-246 (GC)	1	2	$10,000	$10,000	$7,300
UP 2002-289 (GC)	1	1	$2,500	$2,500	$1,800
UP 2002-290 (GC)	5	5	$15,000	$15,000	$12,250
UP 2002-308 (GC)	1	1	$5,000	$5,000	$3,900
UP 2001-180 (HMT)	3	3	$13,000	$13,000	$9,750
UP 2001-229 (HMT)	1	2	$6,000	$6,000	$2,450
UP 2002-3 (HMT)	2	4	$24,000	$24,000	$17,800
UP 2002-15 (HMT)	3	4	$8,000	$8,000	$6,300
UP 2002-31 (HMT)	1	1	$5,000	$5,000	$3,750
UP 2002-32 (HMT)	1	1	$6,000	$6,000	$3,000
UP 2002-48 (HMT)	2	3	$9,000	$9,000	$6,840
UP 2002-68 (HMT)	1	1	$3,000	$3,000	$850
UP 2002-78 (HMT)	1	1	$7,500	$7,500	$6,000
UP 2002-102 (HMT)	5	7	$36,500	$36,500	$17,000
UP 2002-126 (HMT)	4	7	$41,500	$41,500	$29,625
UP 2002-127 (HMT)	1	4	$8,000	$8,000	$6,000
UP 2002-148 (HMT)	4	13	$45,000	$40,000	$25,495
UP 2002-179 (HMT)	1	2	$12,500	$12,500	$9,375
UP 2002-200 (HMT)	5	9	$56,500	$56,500	$40,555
UP 2002-201 (HMT)	2	2	$9,000	$9,000	$6,750
UP 2002-204 (HMT)	6	8	$50,000	$50,000	$34,525
UP 2002-208 (HMT)	1	1	$6,000	$6,000	$850
UP 2002-263 (HMT)	3	6	$27,500	$27,500	$18,475
UP 2002-270 (HMT)	1	1	$7,500	$7,500	$6,000
UP 2002-271 (HMT)	1	1	$7,500	$7,500	$6,000
UP 2002-278 (HMT)	6	17	$66,000	$66,000	$46,600
UP 2002-292 (HMT)	1	1	$5,000	$5,000	$3,375
UP 2002-329 (HMT)	1	2	$15,000	$15,000	$11,250
UP 2003-2 (HMT)	3	3	$11,500	$11,500	$8,625
UP 2003-18 (HMT)	1	1	$4,000	$4,000	$3,000
UP 2003-33 (HMT)	1	1	$2,000	$2,000	$1,500
UP 2002-4 (HS)	1	2	$2,000	$2,000	$1,600
UP 2002-34 (HS)	1	1	$1,000	$1,000	$750
UP 2002-77 (HS)	1	1	$1,000	$2,000	$1,400
UP 2002-180 (HS)	1	1	$1,000	$1,000	$800
UP 2002-185 (HS)	3	3	$3,000	$3,000	$2,400

UP 2002-197 (HS)	3	3	$3,000	$3,000	$1,900
UP 2002-233 (HS)	1	2	$2,000	$2,000	$1,600
UP 2002-281 (HS)	1	2	$2,000	$2,000	$1,500
UP 2002-35 (HSR)	3	10	$5,000	$5,000	$5,000
UP 2002-136 (HSR)	3	22	$22,000	$22,000	$15,900
UP 2002-186 (HSR)	4	4	$4,000	$4,000	$3,200
UP 2002-198 (HSR)	2	2	$2,000	$2,000	$1,600
UP 2002-212 (HSR)	1	1	$1,000	$0	$0
UP 2001-84 (LI)	1	1	$1,000	$1,000	$770
UP 2001-191 (LI)	4	4	$16,500	$14,000	$10,675
UP 2002-8 (LI)	7	34	$45,000	$45,000	$30,750
UP 2002-37 (LI)	9	13	$34,000	$33,000	$22,600
UP 2002-38 (LI)	9	25	$35,500	$35,500	$24,400
UP 2002-39 (LI)	9	9	$11,500	$11,500	$8,150
UP 2002-45 (LI)	0	10	$22,000	$22,000	$15,050
UP 2002-46 (LI)	9	9	$30,500	$26,500	$18,570
UP 2002-57 (LI)	0	10	$22,000	$22,000	$15,725
UP 2002-59 (LI)	0	10	$28,500	$28,500	$20,500
UP 2002-60 (LI)	1	11	$17,000	$17,000	$11,625
UP 2002-61 (LI)	1	11	$15,000	$15,000	$10,375
UP 2002-70 (LI)	9	9	$9,000	$9,000	$5,850
UP 2002-76 (LI)	3	7	$11,000	$11,000	$7,925
UP 2002-83 (LI)	0	10	$25,500	$25,500	$19,850
UP 2002-88 (LI)	0	34	$51,000	$48,500	$35,000
UP 2002-92 (LI)	0	10	$25,000	$25,000	$17,650
UP 2002-93 (LI)	7	7	$41,500	$39,000	$26,500
UP 2002-94 (LI)	6	6	$21,500	$19,000	$13,275
UP 2002-98 (LI)	1	1	$2,500	$2,500	$2,000
UP 2002-117 (LI)	4	4	$4,000	$4,000	$2,500
UP 2002-118 (LI)	0	10	$36,000	$31,000	$24,955
UP 2002-123 (LI)	6	6	$6,000	$6,000	$4,200
UP 2002-135 (LI)	1	1	$2,500	$2,500	$2,000
UP 2002-139 (LI)	7	7	$19,500	$18,500	$13,490
UP 2002-140 (LI)	0	10	$30,500	$23,000	$17,950
UP 2002-141 (LI)	6	6	$33,500	$26,000	$18,125
UP 2002-152 (LI)	3	3	$12,000	$12,000	$9,500
UP 2002-155 (LI)	1	1	$2,500	$2,500	$2,000
UP 2002-159 (LI)	4	4	$21,000	$21,000	$15,000
UP 2002-170 (LI)	5	7	$23,000	$23,000	$17,725
UP 2002-171 (LI)	7	7	$29,000	$22,500	$17,875
UP 2002-172 (LI)	7	7	$17,000	$17,000	$13,235
UP 2002-199 (LI)	8	8	$24,500	$22,000	$15,315
UP 2002-206 (LI)	5	5	$23,000	$18,000	$12,000
UP 2002-209 (LI)	8	8	$30,500	$29,000	$21,000
UP 2002-210 (LI)	3	3	$22,500	$15,000	$12,760
UP 2002-230 (LI)	9	10	$46,500	$45,500	$37,990
UP 2002-234 (LI)	4	4	$17,000	$17,000	$13,250
UP 2002-235 (LI)	6	6	$23,500	$22,500	$17,625
UP 2002-238 (LI)	6	6	$19,500	$17,000	$13,220
UP 2002-261 (LI)	0	10	$39,500	$39,500	$30,775
UP 2002-262 (LI)	3	13	$52,000	$52,000	$34,975
UP 2002-298 (LI)	3	22	$55,000	$55,000	$37,500

UP 2002-300 (LI)	9	9	$42,500	$40,000	$29,975
UP 2002-313 (LI)	2	2	$5,000	$5,000	$3,925
UP 2003-20 (LI)	6	6	$26,500	$25,500	$19,900
UP 2003-24 (LI)	0	22	$40,000	$40,000	$30,975
UP 2003-37 (LI)	1	1	$2,500	$2,500	$2,000
UP 2001-197 (ROP)	1	1	$5,000	$0	$0
UP 2002-33 (ROP)	2	2	$7,000	$0	$0
UP 2002-73 (ROP)	3	3	$15,000	$15,000	$11,750
UP 2002-114 (ROP)	1	1	$5,000	$5,000	$3,500
UP 2002-160 (ROP)	5	5	$25,000	$25,000	$19,250
UP 2002-192 (ROP)	4	4	$20,000	$15,000	$11,250
UP 2002-223 (ROP)	1	1	$5,000	$5,000	$3,750
UP 2002-247 (ROP)	1	1	$5,000	$5,000	$3,750
UP 2002-272 (ROP)	1	1	$5,000	$5,000	$4,000
UP 2001-100 (RSP)	1	1	$1,000	$1,000	$800
UP 2002-49 (RSP)	2	10	$10,000	$5,000	$3,850
UP 2002-95 (RSP)	3	8	$23,000	$19,500	$16,500
UP 2002-187 (RSP)	1	3	$8,500	$7,500	$5,775
UP 2002-189 (RSP)	2	2	$2,000	$2,000	$1,600
UP 2002-257 (RSP)	3	4	$12,000	$12,000	$8,000
UP 2002-264 (RSP)	1	3	$15,000	$15,000	$12,000
UP 2002-307 (RSP)	1	10	$30,000	$30,000	$22,500
UP 2002-311 (RSP)	1	5	$10,500	$8,500	$6,675
UP 2002-65 (RW)	2	4	$8,000	$2,000	$750
UP 2002-105 (RW)	1	1	$1,000	$1,000	$750
UP 2002-154 (RW)	1	1	$1,000	$1,000	$750
UP 2002-195 (RW)	3	3	$7,000	$7,000	$3,900
UP 2002-207 (RW)	1	1	$2,000	$0	$0
UP 2002-232 (RW)	3	3	$7,000	$7,000	$2,960
UP 2002-258 (RW)	1	1	$3,000	$3,000	$2,340
UP 2002-260 (RW)	4	4	$6,000	$6,000	$4,650
UP 2002-331 (RW)	1	1	$3,000	$3,000	$2,400
UP 2001-227 (SA)	1	1	$2,500	$2,500	$2,000
UP 2002-1 (SA)	4	4	$17,500	$15,000	$12,000
UP 2002-2 (SA)	7	7	$22,500	$22,500	$18,000
UP 2002-7 (SA)	4	4	$10,000	$10,000	$8,000
UP 2002-16 (SA)	6	6	$17,500	$17,500	$14,000
UP 2002-47 (SA)	8	8	$22,500	$22,500	$17,500
UP 2002-62 (SA)	8	8	$22,500	$20,000	$16,000
UP 2002-71 (SA)	1	1	$2,500	$2,500	$2,000
UP 2002-80 (SA)	5	5	$15,000	$15,000	$12,000
UP 2002-84 (SA)	7	7	$17,500	$17,500	$14,000
UP 2002-85 (SA)	6	6	$27,500	$27,500	$21,375
UP 2002-86 (SA)	4	4	$22,500	$20,000	$16,000
UP 2002-91 (SA)	3	3	$12,500	$12,500	$9,000
UP 2002-103 (SA)	7	7	$27,500	$27,500	$21,750
UP 2002-104 (SA)	6	6	$30,000	$30,000	$22,750
UP 2002-112 (SA)	8	8	$22,500	$20,000	$16,000
UP 2002-113 (SA)	7	7	$30,000	$30,000	$24,125
UP 2002-119 (SA)	8	8	$20,000	$20,000	$16,000
UP 2002-120 (SA)	7	7	$20,000	$20,000	$16,000
UP 2002-130 (SA)	3	3	$10,000	$10,000	$8,000

UP 2002-132 (SA)	5	5	$17,500	$17,500	$11,000
UP 2002-133 (SA)	5	5	$20,000	$17,500	$13,000
UP 2002-149 (SA)	6	6	$25,000	$25,000	$20,000
UP 2002-150 (SA)	6	6	$17,500	$15,000	$10,000
UP 2002-167 (SA)	6	6	$20,000	$20,000	$15,750
UP 2002-168 (SA)	6	6	$25,000	$25,000	$19,750
UP 2002-173 (SA)	3	3	$7,500	$7,500	$6,000
UP 2002-174 (SA)	5	5	$17,500	$17,500	$13,875
UP 2002-175 (SA)	5	5	$20,000	$20,000	$15,000
UP 2002-178 (SA)	5	5	$15,000	$12,500	$9,875
UP 2002-181 (SA)	8	8	$20,000	$15,000	$11,750
UP 2002-182 (SA)	4	4	$17,500	$12,500	$10,000
UP 2002-203 (SA)	7	7	$17,500	$17,500	$13,375
UP 2002-205 (SA)	5	5	$17,500	$15,000	$12,000
UP 2002-216 (SA)	9	9	$32,500	$32,500	$25,125
UP 2002-228 (SA)	6	6	$17,500	$17,500	$14,000
UP 2002-229 (SA)	5	5	$17,500	$15,000	$11,375
UP 2002-236 (SA)	4	4	$12,500	$12,500	$10,125
UP 2002-237 (SA)	7	7	$25,000	$20,000	$13,500
UP 2002-245 (SA)	3	3	$7,500	$7,500	$6,000
UP 2002-255 (SA)	7	7	$25,000	$25,000	$17,500
UP 2002-267 (SA)	0	20	$57,500	$55,000	$35,625
UP 2002-276 (SA)	6	6	$20,000	$20,000	$15,750
UP 2002-285 (SA)	4	4	$15,000	$12,500	$8,000
UP 2002-286 (SA)	4	4	$10,000	$10,000	$8,000
UP 2002-299 (SA)	2	2	$5,000	$5,000	$3,500
UP 2002-310 (SA)	5	5	$17,500	$17,500	$14,375
UP 2002-314 (SA)	1	1	$2,500	$2,500	$2,000
UP 2002-326 (SA)	3	3	$12,500	$12,500	$9,250
UP 2002-328 (SA)	6	6	$20,000	$20,000	$15,250
UP 2003-3 (SA)	5	29	$72,500	$72,500	$43,500
UP 2003-4 (SA)	6	44	$110,000	$110,000	$66,000
UP 2003-5 (SA)	7	21	$55,000	$55,000	$33,000
UP 2003-9 (SA)	5	24	$60,000	$60,000	$36,500
UP 2003-10 (SA)	4	4	$12,500	$12,500	$10,000
UP 2003-11 (SA)	4	14	$35,000	$35,000	$19,000
UP 2003-12 (SA)	3	3	$17,500	$15,000	$12,000
UP 2003-17 (SA)	5	5	$15,000	$15,000	$12,000
UP 2003-21 (SA)	2	20	$50,000	$50,000	$28,000
UP 2003-36 (SA)	5	5	$15,000	$15,000	$12,000
UP 2001-159 (SI)	1	1	$1,000	$1,000	$780
UP 2001-205 (SI)	2	11	$15,000	$15,000	$11,700
UP 2002-30 (SI)	2	2	$3,500	$3,500	$2,675
UP 2002-56 (SI)	1	1	$1,000	$1,000	$780
UP 2002-64 (SI)	2	2	$2,000	$2,000	$1,450
UP 2002-79 (SI)	1	1	$2,500	$2,500	$1,950
UP 2002-89 (SI)	1	1	$1,000	$1,000	$750
UP 2002-99 (SI)	1	1	$5,000	$5,000	$3,900
UP 2002-108 (SI)	1	1	$2,500	$2,500	$1,950
UP 2002-131 (SI)	3	7	$14,000	$14,000	$11,020
UP 2002-158 (SI)	2	3	$7,500	$7,500	$4,500
UP 2002-221 (SI)	1	1	$5,000	$5,000	$2,500

UP 2002-274 (SI)	1	6	$6,000	$6,000	$4,680
UP 2002-291 (SI)	1	1	$1,000	$1,000	$780
UP 2001-92 (TS)	1	5	$5,000	$5,000	$3,500
UP 2001-198 (TS)	2	4	$12,500	$12,500	$9,025
UP 2002-13 (TS)	5	9	$17,000	$17,000	$10,350
UP 2002-14 (TS)	7	36	$95,000	$95,000	$67,025
UP 2002-25 (TS)	2	4	$8,500	$8,500	$6,200
UP 2002-51 (TS)	5	50	$182,500	$170,000	$119,000
UP 2002-52 (TS)	3	5	$15,000	$15,000	$10,000
UP 2002-87 (TS)	4	6	$24,000	$19,000	$14,890
UP 2002-96 (TS)	5	8	$27,500	$27,500	$19,750
UP 2002-97 (TS)	2	5	$22,500	$22,500	$15,500
UP 2002-109 (TS)	2	2	$10,000	$10,000	$7,000
UP 2002-116 (TS)	1	6	$15,000	$15,000	$10,100
UP 2002-124 (TS)	2	6	$22,500	$22,500	$16,625
UP 2002-151 (TS)	1	1	$2,500	$2,500	$2,000
UP 2002-161 (TS)	5	12	$43,000	$35,500	$27,950
UP 2002-162 (TS)	1	1	$2,500	$2,500	$2,000
UP 2002-163 (TS)	5	17	$54,000	$54,000	$37,400
UP 2002-164 (TS)	5	12	$48,500	$38,500	$29,100
UP 2002-165 (TS)	4	7	$30,000	$30,000	$20,000
UP 2002-166 (TS)	4	5	$15,500	$15,500	$10,825
UP 2002-169 (TS)	1	2	$7,500	$0	$0
UP 2002-176 (TS)	3	10	$42,500	$42,500	$29,375
UP 2002-177 (TS)	2	3	$4,500	$4,500	$2,700
UP 2002-183 (TS)	5	9	$32,500	$32,500	$24,250
UP 2002-184 (TS)	2	61	$152,500	$152,500	$90,000
UP 2002-190 (TS)	5	21	$68,000	$68,000	$47,250
UP 2002-193 (TS)	3	6	$15,000	$15,000	$9,750
UP 2002-217 (TS)	3	4	$32,500	$32,500	$23,500
UP 2002-226 (TS)	5	5	$12,500	$12,500	$8,750
UP 2002-227 (TS)	2	2	$7,500	$7,500	$4,800
UP 2002-240 (TS)	3	4	$10,000	$10,000	$7,000
UP 2002-241 (TS)	6	54	$76,000	$76,000	$53,200
UP 2002-242 (TS)	3	6	$25,000	$25,000	$17,450
UP 2002-243 (TS)	2	9	$24,000	$24,000	$17,400
UP 2002-251 (TS)	3	6	$14,000	$14,000	$9,525
UP 2002-252 (TS)	5	99	$246,500	$246,500	$168,425
UP 2002-254 (TS)	4	4	$12,500	$12,500	$8,750
UP 2002-259 (TS)	6	8	$27,500	$27,500	$19,000
UP 2002-266 (TS)	1	2	$5,000	$5,000	$2,500
UP 2002-273 (TS)	1	7	$20,000	$20,000	$14,000
UP 2002-277 (TS)	4	6	$22,000	$22,000	$15,000
UP 2002-283 (TS)	2	6	$21,000	$21,000	$14,770
UP 2002-287 (TS)	4	8	$36,000	$36,000	$28,750
UP 2002-293 (TS)	1	2	$7,500	$7,500	$5,750
UP 2002-295 (TS)	3	6	$9,000	$9,000	$5,850
UP 2002-317 (TS)	3	5	$9,500	$9,500	$6,900
UP 2002-318 (TS)	1	9	$16,000	$16,000	$11,200
UP 2002-322 (TS)	1	6	$10,000	$10,000	$6,500
UP 2002-323 (TS)	4	19	$57,500	$57,500	$36,950
UP 2002-325 (TS)	5	7	$22,500	$22,500	$14,500

UP 2003-6 (TS)	2	4	$12,500	$12,500	$8,500
UP 2003-7 (TS)	5	6	$25,000	$22,500	$16,250
UP 2003-15 (TS)	3	9	$25,000	$25,000	$17,425
UTAH 2001-1 (LI)	1	1	$6,000	$6,000	$3,800
VSRR 1998-1 (SA)	2	2	$5,000	$0	$0
WC 2001-1 (EQ)	1	1	$5,000	$5,000	$3,400
WC 2001-2 (HSR)	1	2	$2,000	$2,000	$1,300
WE 2001-1 (FCS)	1	1	$2,500	$2,500	$1,500
WE 2001-4 (GC)	1	1	$1,000	$1,000	$600
WE 2001-9 (GC)	1	1	$1,000	$1,000	$500
WE 2002-5 (HS)	1	3	$3,000	$3,000	$1,500
WE 2001-2 (HSR)	1	1	$1,000	$1,000	$600
WE 2001-3 (HSR)	2	3	$3,000	$3,000	$1,600
WE 2001-10 (HSR)	1	1	$1,000	$1,000	$600
WE 2002-3 (HSR)	2	2	$2,000	$2,000	$1,200
WE 2001-5 (LI)	2	2	$4,000	$4,000	$2,400
WE 2002-6 (LI)	1	1	$2,500	$2,500	$1,250
WE 2001-6 (ROP)	1	1	$5,000	$5,000	$2,750
WE 2002-7 (ROP)	1	1	$5,000	$5,000	$3,000
WE 2001-8 (SA)	1	1	$7,500	$7,500	$3,750
WE 2001-11 (SI)	4	4	$8,000	$8,000	$6,500
WE 2002-1 (SI)	5	5	$25,000	$25,000	$25,000
WE 2002-4 (SI)	2	12	$60,000	$60,000	$60,000
WPRR 2001-1 (ROP)	1	2	$7,000	$7,000	$5,000
WSOR 2001-1 (FCS)	2	2	$10,000	$10,000	$6,500
Totals:			**$14,779,500**	**$14,107,150**	**$9,591,735**

FY2004 Info

FRA No.	# of Reports	# of Violations	Assessed Amount	PRCA Amount	Settlement Amount
ACWR 1999-2 (AR)	1	1	$2,500	$2,000	$1,250
ACWR 1999-1 (EQ)	1	1	$2,000	$2,000	$1,000
ADBF 2001-1 (HMT)	1	5	$21,500	$0	$0
AERC 2003-2 (EQ)	2	2	$1,500	$1,500	$1,000
AERC 2000-1 (HSR)	1	2	$2,000	$2,000	$1,600
AERC 2003-3 (HSR)	2	2	$2,000	$2,000	$1,750
AERC 1999-1 (TS)	2	2	$10,000	$0	$0
AERC 2003-1 (TS)	2	3	$10,000	$10,000	$8,400
AGCR 2003-1 (FCS)	1	1	$5,000	$5,000	$5,000
ALS 2002-1 (HMT)	2	3	$13,000	$13,000	$7,800
ALS 2000-1 (LI)	4	4	$4,000	$4,000	$2,500
ALS 2003-3 (LI)	2	2	$8,000	$8,000	$4,800
ALS 2002-3 (ROP)	1	1	$5,000	$5,000	$2,500
ALS 2003-2 (ROP)	1	1	$5,000	$5,000	$2,500
ALS 2002-2 (SA)	3	3	$7,500	$7,500	$5,250
ALS 2003-1 (SA)	1	1	$2,500	$2,500	$1,500
ALS 2003-4 (SA)	2	2	$7,500	$7,500	$4,500
AM 1997-2 (LI)	1	1	$2,500	$0	$0
AM 1998-1 (REM)	1	1	$5,000	$0	$0
AM 1997-1 (ROP)	4	4	$20,000	$0	$0
AM 2004-1 (TS)	2	2	$7,500	$7,500	$7,500
APNC 2003-1 (GC)	1	1	$1,000	$1,000	$1,000
APNC 2003-2 (SI)	1	1	$1,000	$1,000	$1,000
APRR 2002-1 (AR)	1	1	$2,500	$2,500	$1,750
ARR 2003-1 (GC)	1	1	$5,000	$5,000	$3,500
ARR 2003-6 (GC)	3	3	$8,500	$8,500	$6,000
ARR 2004-1 (GC)	1	1	$5,000	$5,000	$3,000
ARR 2003-3 (HSR)	1	2	$2,000	$2,000	$1,400
ARR 2003-5 (ROR)	1	1	$2,500	$2,500	$2,500
ARR 2003-7 (SI)	1	1	$1,000	$1,000	$750
ARR 2003-2 (TS)	1	2	$2,000	$2,000	$1,200
ARR 2003-8 (TS)	1	7	$11,500	$11,500	$9,000
ARZC 2002-1 (HMT)	2	6	$7,500	$7,000	$4,500
ARZC 2003-2 (LI)	1	1	$2,500	$2,500	$1,000
ARZC 2003-1 (SA)	1	1	$5,000	$5,000	$2,500
ARZC 2003-3 (SA)	1	1	$5,000	$5,000	$2,800
ARZC 2003-4 (SA)	1	1	$2,500	$2,500	$1,250
ATAX 2002-1 (SI)	2	2	$6,000	$6,000	$6,000
ATK 2003-32 (AD)	1	1	$1,000	$1,000	$780
ATK 2003-16 (AR)	1	1	$2,500	$0	$0
ATK 2003-17 (AR)	1	1	$2,500	$2,500	$1,950
ATK 2003-25 (AR)	9	9	$22,500	$22,500	$15,650
ATK 2003-27 (AR)	8	8	$20,000	$20,000	$10,000
ATK 2003-28 (AR)	6	6	$15,000	$15,000	$10,000

ATK 2003-34 (AR)	2	2	$5,000	$5,000	$3,000
ATK 2004-16 (AR)	1	1	$1,000	$1,000	$600
ATK 2003-19 (EQ)	2	2	$6,000	$6,000	$4,500
ATK 2004-3 (EQ)	1	1	$4,000	$0	$0
ATK 2003-38 (GC)	1	1	$5,000	$5,000	$3,900
ATK 2003-11 (HS)	1	4	$4,000	$4,000	$3,000
ATK 2003-39 (HS)	2	4	$4,000	$4,000	$2,600
ATK 2004-14 (HS)	1	3	$3,000	$3,000	$1,950
ATK 2003-18 (LI)	4	4	$8,000	$8,000	$5,200
ATK 2003-35 (LI)	1	1	$2,500	$2,500	$1,900
ATK 2004-1 (LI)	2	2	$4,000	$4,000	$2,600
ATK 2004-6 (LI)	1	1	$2,500	$2,500	$1,925
ATK 2003-13 (PEQ)	1	1	$2,500	$2,500	$1,900
ATK 2003-21 (PEQ)	1	1	$10,000	$10,000	$6,800
ATK 2003-22 (PEQ)	10	10	$25,000	$25,000	$16,250
ATK 2003-23 (PEQ)	8	8	$8,000	$8,000	$5,200
ATK 2003-31 (PEQ)	1	1	$10,000	$10,000	$6,500
ATK 2003-15 (ROP)	2	2	$7,000	$7,000	$5,250
ATK 2003-30 (ROP)	2	2	$10,000	$10,000	$7,500
ATK 2003-36 (ROP)	1	3	$12,000	$0	$0
ATK 2004-19 (ROP)	1	1	$2,000	$2,000	$1,400
ATK 2002-43 (RSP)	1	12	$12,000	$12,000	$7,440
ATK 2003-29 (RSP)	1	1	$1,000	$1,000	$620
ATK 2003-33 (RSP)	8	8	$14,000	$14,000	$8,680
ATK 2003-37 (RW)	1	1	$2,000	$2,000	$1,600
ATK 2004-4 (RW)	1	1	$1,000	$1,000	$780
ATK 2004-17 (SI)	1	1	$5,000	$5,000	$3,900
ATK 2004-13 (TS)	1	1	$5,000	$5,000	$3,900
AUAR 2003-2 (LI)	8	8	$33,000	$33,000	$20,000
AUAR 2003-3 (TS)	1	2	$5,000	$5,000	$3,000
AZCR 2004-1 (SA)	1	1	$5,000	$5,000	$3,000
BHWY 2004-1 (ROR	1	1	$5,000	$5,000	$5,000
BM 2003-2 (TS)	1	3	$3,000	$3,000	$1,500
BM 2003-3 (TS)	1	1	$5,000	$5,000	$2,500
BM 2003-4 (TS)	1	1	$5,000	$5,000	$2,950
BM 2003-5 (TS)	1	2	$10,000	$10,000	$7,200
BM 2003-6 (TS)	1	1	$2,500	$2,500	$1,800
BNSF 2003-68 (AR)	2	2	$5,000	$5,000	$2,750
BNSF 2003-122 (AR)	2	2	$5,000	$0	$0
BNSF 2003-224 (AR)	2	2	$5,000	$5,000	$3,444
BNSF 2003-247 (AR)	1	1	$2,500	$2,500	$1,686
BNSF 2003-232 (BW	1	1	$1,000	$1,000	$675
BNSF 2002-25 (EP)	1	1	$2,000	$2,000	$1,100
BNSF 2003-77 (EQ)	1	1	$2,500	$2,500	$1,700
BNSF 2003-93 (EQ)	2	2	$8,000	$4,000	$2,600
BNSF 2003-134 (EQ)	2	2	$3,500	$3,500	$2,660
BNSF 2002-104 (FC	1	1	$2,500	$2,500	$1,600
BNSF 2003-26 (FCS)	2	3	$20,000	$20,000	$13,200
BNSF 2003-48 (FCS)	1	1	$2,500	$2,500	$1,597
BNSF 2003-61 (FCS)	1	1	$2,500	$2,500	$1,596
BNSF 2003-82 (FCS)	2	2	$7,500	$7,500	$4,750
BNSF 2003-103 (FC	6	6	$17,500	$17,500	$11,000

BNSF 2003-116 (FCS	1	1	$2,500	$2,500	$1,800
BNSF 2003-117 (FCS	1	1	$5,000	$5,000	$2,500
BNSF 2003-127 (FCS	1	1	$2,500	$2,500	$1,650
BNSF 2003-133 (FCS	3	3	$12,500	$12,500	$8,300
BNSF 2003-153 (FCS	1	1	$2,500	$2,500	$1,775
BNSF 2003-155 (FCS	5	5	$17,500	$17,500	$12,500
BNSF 2003-170 (FCS	1	1	$2,500	$2,500	$1,675
BNSF 2003-171 (FCS	1	1	$2,500	$2,500	$1,800
BNSF 2003-188 (FCS	1	1	$5,000	$5,000	$3,350
BNSF 2003-198 (FCS	3	3	$7,500	$7,500	$4,875
BNSF 2003-210 (FCS	1	1	$2,500	$2,500	$1,650
BNSF 2003-218 (FCS	1	1	$2,500	$2,500	$1,650
BNSF 2003-242 (FCS	1	1	$2,500	$2,500	$1,750
BNSF 2004-17 (FCS	1	1	$2,500	$2,500	$1,750
BNSF 2002-80 (GC)	5	7	$21,000	$21,000	$13,613
BNSF 2002-179 (GC	1	1	$2,500	$2,500	$1,634
BNSF 2002-181 (GC	2	2	$10,000	$5,000	$6,488
BNSF 2002-189 (GC	1	1	$5,000	$5,000	$3,465
BNSF 2003-25 (GC)	1	1	$5,000	$5,000	$3,465
BNSF 2003-54 (GC)	7	7	$7,000	$7,000	$4,410
BNSF 2003-55 (GC)	8	8	$12,000	$12,000	$8,096
BNSF 2003-58 (GC)	2	2	$10,000	$10,000	$7,524
BNSF 2003-92 (GC)	1	1	$5,000	$5,000	$3,614
BNSF 2003-94 (GC)	1	1	$5,000	$5,000	$3,614
BNSF 2003-137 (GC	1	1	$5,000	$5,000	$3,614
BNSF 2003-146 (GC	1	1	$5,000	$5,000	$3,614
BNSF 2003-149 (GC	1	1	$5,000	$5,000	$3,614
BNSF 2003-181 (GC	1	1	$2,500	$2,500	$1,634
BNSF 2003-183 (GC	1	1	$5,000	$5,000	$3,663
BNSF 2003-190 (GC	1	1	$5,000	$5,000	$3,168
BNSF 2003-197 (GC	1	1	$5,000	$5,000	$3,440
BNSF 2003-209 (GC	1	1	$2,500	$2,500	$1,634
BNSF 2003-213 (GC	2	2	$10,000	$10,000	$6,930
BNSF 2003-238 (GC	1	1	$2,500	$2,500	$1,680
BNSF 2001-60 (HMT	1	1	$2,000	$2,000	$1,300
BNSF 2003-62 (HMT	4	6	$17,998	$0	$0
BNSF 2003-65 (HMT	2	3	$15,000	$15,000	$9,650
BNSF 2003-73 (HMT	1	2	$8,500	$8,500	$5,525
BNSF 2003-83 (HMT	1	1	$5,000	$5,000	$3,500
BNSF 2003-84 (HMT	1	1	$7,500	$7,500	$5,250
BNSF 2003-85 (HMT	1	1	$1,000	$1,000	$550
BNSF 2003-86 (HMT	1	1	$6,000	$6,000	$4,050
BNSF 2003-90 (HMT	1	1	$1,000	$1,000	$650
BNSF 2003-113 (HM	2	2	$6,000	$6,000	$3,900
BNSF 2003-129 (HM	1	1	$2,000	$2,000	$1,200
BNSF 2003-130 (HM	3	5	$26,500	$26,500	$17,775
BNSF 2003-143 (HM	1	1	$5,000	$0	$0
BNSF 2003-157 (HM	1	1	$7,500	$7,500	$4,875
BNSF 2003-165 (HM	1	1	$2,500	$2,500	$1,625
BNSF 2003-175 (HM	2	2	$10,500	$10,500	$7,250
BNSF 2003-221 (HM	1	1	$5,000	$5,000	$3,450
BNSF 2003-243 (HM	1	1	$4,000	$4,000	$2,600

BNSF 2003-246 (HM	1	1	$5,000	$5,000	$3,250
BNSF 2003-250 (HM	1	1	$3,000	$3,000	$1,950
BNSF 2004-13 (HMT	2	8	$28,000	$28,000	$19,150
BNSF 2004-32 (HMT	2	2	$4,500	$4,500	$2,925
BNSF 2003-67 (HS)	3	3	$3,000	$3,000	$1,880
BNSF 2003-89 (HS)	1	1	$1,000	$1,000	$620
BNSF 2003-126 (HS)	1	1	$1,000	$1,000	$650
BNSF 2003-158 (HS)	1	2	$2,000	$2,000	$1,260
BNSF 2003-174 (HS)	2	3	$3,000	$3,000	$1,850
BNSF 2003-207 (HS)	1	4	$4,000	$4,000	$2,450
BNSF 2003-47 (HSR	2	2	$2,000	$2,000	$1,210
BNSF 2003-66 (HSR	13	22	$22,000	$22,000	$13,500
BNSF 2003-87 (HSR	2	13	$13,000	$13,000	$8,100
BNSF 2003-123 (HSI	1	3	$3,000	$0	$0
BNSF 2003-154 (HSI	1	2	$2,000	$2,000	$1,220
BNSF 2003-159 (HSI	1	1	$1,000	$1,000	$625
BNSF 2003-176 (HSI	1	1	$1,000	$1,000	$620
BNSF 2003-208 (HSI	1	1	$1,000	$1,000	$700
BNSF 2003-222 (HSI	1	1	$1,000	$1,000	$625
BNSF 2003-95 (LI)	3	3	$9,000	$9,000	$5,978
BNSF 2003-135 (LI)	3	3	$6,000	$6,000	$3,600
BNSF 2003-169 (LI)	2	2	$3,500	$2,500	$1,750
BNSF 2003-196 (LI)	1	1	$6,500	$6,500	$4,225
BNSF 2003-201 (LI)	1	1	$2,500	$2,500	$1,862
BNSF 2003-231 (LI)	2	2	$5,000	$5,000	$3,500
BNSF 2003-236 (LI)	3	3	$8,000	$8,000	$5,268
BNSF 2004-25 (LI)	3	3	$4,500	$4,500	$3,105
BNSF 2002-124 (RO	2	2	$10,000	$10,000	$6,500
BNSF 2002-167 (RO	1	1	$5,000	$5,000	$3,250
BNSF 2002-182 (RO	1	1	$5,000	$5,000	$3,250
BNSF 2003-50 (ROP	1	1	$2,500	$2,500	$1,500
BNSF 2003-91 (ROP	1	1	$2,500	$0	$0
BNSF 2003-139 (RO	1	1	$2,500	$2,500	$1,500
BNSF 2003-151 (RO	1	1	$5,000	$5,000	$3,500
BNSF 2003-180 (RO	2	2	$7,500	$7,500	$4,725
BNSF 2003-225 (RO	2	2	$10,000	$10,000	$6,300
BNSF 2003-59 (ROR	1	1	$5,000	$5,000	$2,600
BNSF 2003-187 (RO	1	1	$5,000	$0	$0
BNSF 2003-98 (RSP	1	1	$1,000	$1,000	$600
BNSF 2003-100 (RSI	2	2	$2,000	$2,000	$1,275
BNSF 2003-119 (RSI	1	4	$8,000	$8,000	$5,125
BNSF 2003-131 (RSI	2	2	$6,000	$6,000	$3,800
BNSF 2003-140 (RSI	2	2	$10,000	$10,000	$6,350
BNSF 2003-189 (RSI	2	2	$10,000	$10,000	$6,350
BNSF 2003-46 (RW)	2	2	$2,000	$2,000	$1,300
BNSF 2003-79 (RW)	2	3	$11,000	$6,000	$4,225
BNSF 2003-80 (RW)	1	1	$5,000	$5,000	$3,465
BNSF 2003-81 (RW)	1	1	$1,000	$1,000	$665
BNSF 2003-88 (RW)	1	1	$1,000	$1,000	$665
BNSF 2003-166 (RW	1	1	$1,000	$1,000	$665
BNSF 2003-168 (RW	1	1	$1,000	$1,000	$665
BNSF 2003-179 (RW	1	1	$1,000	$1,000	$665

BNSF 2003-184 (RW	1	1	$5,000	$5,000	$3,600
BNSF 2003-211 (RW	1	1	$1,000	$1,000	$665
BNSF 2003-230 (RW	1	1	$1,000	$1,000	$665
BNSF 2003-240 (RW	2	2	$3,000	$3,000	$1,827
BNSF 2003-248 (RW	1	1	$2,000	$1,000	$665
BNSF 2002-58 (SA)	8	8	$32,500	$32,500	$19,700
BNSF 2002-85 (SA)	5	5	$22,500	$22,500	$13,766
BNSF 2002-115 (SA)	7	7	$45,500	$45,500	$29,221
BNSF 2003-4 (SA)	4	4	$18,500	$18,500	$11,655
BNSF 2003-45 (SA)	9	9	$35,000	$35,000	$21,350
BNSF 2003-51 (SA)	1	1	$2,500	$2,500	$1,550
BNSF 2003-74 (SA)	1	1	$2,500	$2,500	$1,550
BNSF 2003-76 (SA)	2	2	$10,000	$10,000	$6,100
BNSF 2003-78 (SA)	1	1	$5,000	$5,000	$3,025
BNSF 2003-99 (SA)	3	3	$12,500	$12,500	$7,500
BNSF 2003-101 (SA)	2	2	$7,500	$7,500	$4,525
BNSF 2003-104 (SA)	3	3	$10,000	$10,000	$6,000
BNSF 2003-105 (SA)	4	4	$12,500	$10,000	$6,000
BNSF 2003-106 (SA)	2	2	$7,500	$7,500	$4,703
BNSF 2003-109 (SA)	1	1	$5,000	$5,000	$3,000
BNSF 2003-111 (SA)	1	1	$2,500	$2,500	$1,500
BNSF 2003-114 (SA)	1	1	$10,000	$10,000	$6,300
BNSF 2003-115 (SA)	2	2	$10,000	$10,000	$6,000
BNSF 2003-118 (SA)	1	1	$2,500	$2,500	$1,621
BNSF 2003-120 (SA)	2	2	$7,500	$7,500	$4,650
BNSF 2003-124 (SA)	2	2	$7,500	$7,500	$4,725
BNSF 2003-128 (SA)	7	7	$17,500	$17,500	$11,186
BNSF 2003-142 (SA)	1	1	$2,500	$2,500	$1,507
BNSF 2003-144 (SA)	1	1	$2,500	$2,500	$1,550
BNSF 2003-150 (SA)	1	1	$5,000	$5,000	$3,250
BNSF 2003-156 (SA)	1	1	$2,500	$2,500	$1,550
BNSF 2003-160 (SA)	5	5	$15,000	$15,000	$9,500
BNSF 2003-161 (SA)	5	5	$17,500	$17,500	$11,000
BNSF 2003-163 (SA)	2	2	$5,000	$5,000	$3,171
BNSF 2003-177 (SA)	1	1	$2,500	$2,500	$1,507
BNSF 2003-178 (SA)	1	1	$10,000	$10,000	$6,200
BNSF 2003-182 (SA)	1	1	$2,500	$2,500	$1,507
BNSF 2003-185 (SA)	4	4	$10,000	$10,000	$6,200
BNSF 2003-186 (SA)	4	4	$12,500	$12,500	$7,650
BNSF 2003-191 (SA)	3	3	$20,000	$10,000	$6,130
BNSF 2003-192 (SA)	6	6	$15,000	$15,000	$9,100
BNSF 2003-193 (SA)	5	5	$15,000	$15,000	$9,125
BNSF 2003-200 (SA)	1	1	$5,000	$5,000	$3,100
BNSF 2003-203 (SA)	1	1	$5,000	$5,000	$3,050
BNSF 2003-205 (SA)	3	3	$7,500	$7,500	$4,650
BNSF 2003-206 (SA)	3	3	$10,000	$10,000	$5,500
BNSF 2003-219 (SA)	5	7	$32,500	$32,500	$19,500
BNSF 2003-220 (SA)	1	1	$5,000	$5,000	$3,000
BNSF 2003-226 (SA)	4	4	$17,500	$17,500	$10,550
BNSF 2003-228 (SA)	2	2	$7,500	$7,500	$4,750
BNSF 2003-229 (SA)	2	2	$5,000	$5,000	$3,050
BNSF 2003-234 (SA)	2	2	$5,000	$5,000	$3,100

BNSF 2004-2 (SA)	1	1	$2,500	$2,500	$1,550
BNSF 2004-4 (SA)	3	3	$7,500	$7,500	$4,550
BNSF 2004-11 (SA)	1	1	$5,000	$5,000	$3,100
BNSF 2004-21 (SA)	1	1	$5,000	$5,000	$3,100
BNSF 2004-23 (SA)	1	1	$10,000	$10,000	$6,000
BNSF 2002-180 (SI)	1	1	$1,000	$1,000	$620
BNSF 2002-190 (SI)	1	1	$2,500	$2,500	$1,575
BNSF 2003-52 (SI)	1	1	$2,500	$2,500	$1,575
BNSF 2003-138 (SI)	1	1	$5,000	$5,000	$3,500
BNSF 2003-147 (SI)	1	1	$1,000	$1,000	$650
BNSF 2003-152 (SI)	1	1	$2,500	$2,500	$1,750
BNSF 2003-199 (SI)	1	1	$1,000	$1,000	$650
BNSF 2004-8 (SI)	1	1	$5,000	$5,000	$3,500
BNSF 2004-48 (SI)	1	1	$1,000	$1,000	$650
BNSF 2002-106 (TS)	1	1	$2,500	$2,500	$1,671
BNSF 2002-173 (TS)	1	2	$3,500	$3,500	$2,419
BNSF 2003-31 (TS)	1	9	$9,000	$900	$5,486
BNSF 2003-33 (TS)	1	1	$2,500	$2,500	$1,771
BNSF 2003-38 (TS)	1	10	$32,500	$32,500	$21,000
BNSF 2003-41 (TS)	1	8	$30,000	$30,000	$19,200
BNSF 2003-42 (TS)	1	10	$10,000	$10,000	$5,985
BNSF 2003-44 (TS)	3	16	$32,500	$32,500	$22,758
BNSF 2003-56 (TS)	1	13	$65,000	$65,000	$44,500
BNSF 2003-57 (TS)	1	16	$80,000	$80,000	$54,550
BNSF 2003-69 (TS)	3	5	$17,500	$17,500	$11,521
BNSF 2003-70 (TS)	1	13	$13,000	$13,000	$8,629
BNSF 2003-75 (TS)	1	1	$5,000	$5,000	$3,491
BNSF 2003-97 (TS)	2	2	$7,500	$7,500	$5,250
BNSF 2003-102 (TS)	1	1	$5,000	$5,000	$3,150
BNSF 2003-110 (TS)	4	4	$10,000	$10,000	$6,783
BNSF 2003-112 (TS)	1	5	$5,000	$5,000	$3,150
BNSF 2003-121 (TS)	2	2	$10,000	$10,000	$6,828
BNSF 2003-132 (TS)	2	4	$17,500	$17,500	$11,894
BNSF 2003-145 (TS)	4	5	$12,000	$12,000	$7,970
BNSF 2003-164 (TS)	3	3	$10,000	$10,000	$6,700
BNSF 2003-167 (TS)	1	4	$7,000	$7,000	$4,700
BNSF 2003-214 (TS)	1	7	$35,000	$35,000	$22,500
BNSF 2003-215 (TS)	4	4	$15,000	$15,000	$10,000
BNSF 2003-216 (TS)	4	5	$11,500	$11,500	$7,700
BNSF 2003-217 (TS)	1	6	$6,000	$6,000	$4,115
BNSF 2003-223 (TS)	1	1	$2,500	$2,500	$1,721
BNSF 2003-227 (TS)	3	9	$26,000	$26,000	$17,000
BNSF 2004-6 (TS)	3	3	$8,500	$8,500	$5,736
BNSF 2004-10 (TS)	1	1	$5,000	$5,000	$3,469
BNSF 2004-12 (TS)	3	3	$8,500	$8,500	$5,827
CEDR 2002-1 (GC)	1	1	$2,500	$2,500	$1,800
CHW 2002-1 (TS)	1	1	$5,000	$5,000	$3,150
CN 2003-41 (AD)	1	1	$5,000	$5,000	$2,550
CN 2003-26 (EQ)	1	1	$5,000	$5,000	$1,500
CN 2003-28 (EQ)	1	1	$2,500	$2,500	$1,400
CN 2002-51 (FCS)	1	1	$5,000	$5,000	$3,400
CN 2002-53 (FCS)	2	2	$10,000	$10,000	$7,000

CN 2002-54 (FCS)	3	3	$15,000	$15,000	$10,250
CN 2003-7 (FCS)	1	1	$5,000	$5,000	$3,300
CN 2003-16 (FCS)	3	3	$7,500	$7,500	$5,100
CN 2003-17 (FCS)	1	1	$5,000	$5,000	$3,500
CN 2003-22 (FCS)	6	6	$20,000	$20,000	$13,400
CN 2003-24 (FCS)	4	4	$10,000	$10,000	$7,200
CN 2003-27 (FCS)	2	2	$7,500	$7,500	$5,050
CN 2003-43 (FCS)	1	1	$5,000	$5,000	$3,400
CN 2003-46 (FCS)	1	1	$2,500	$2,500	$1,750
CN 2003-48 (FCS)	1	1	$2,500	$2,500	$1,750
CN 2002-46 (HMT)	1	1	$6,000	$6,000	$3,350
CN 2002-52 (HMT)	1	1	$7,500	$7,500	$4,750
CN 2003-18 (HMT)	1	1	$5,000	$5,000	$3,150
CN 2003-19 (HMT)	1	1	$4,000	$4,000	$2,250
CN 2003-20 (HMT)	1	1	$5,000	$5,000	$2,650
CN 2003-31 (HMT)	1	1	$5,000	$5,000	$3,250
CN 2002-50 (HS)	1	7	$7,000	$0	$0
CN 2003-37 (HS)	2	4	$4,000	$3,000	$1,650
CN 2003-32 (HSR)	1	1	$1,000	$0	$0
CN 2002-45 (LI)	4	4	$13,500	$13,500	$8,625
CN 2002-47 (LI)	1	1	$2,500	$2,500	$1,600
CN 2003-2 (LI)	1	1	$7,500	$7,500	$4,800
CN 2003-6 (LI)	1	1	$10,000	$10,000	$6,400
CN 2003-14 (LI)	1	1	$5,000	$5,000	$3,400
CN 2003-15 (LI)	1	1	$4,000	$4,000	$2,450
CN 2003-29 (LI)	1	1	$2,500	$2,500	$1,650
CN 2003-40 (LI)	1	1	$5,000	$5,000	$3,250
CN 2003-47 (LI)	1	1	$7,500	$7,500	$4,950
CN 2003-11 (ROP)	1	1	$5,000	$5,000	$3,500
CN 2002-42 (SA)	5	5	$25,000	$25,000	$16,250
CN 2003-1 (SA)	2	2	$7,500	$7,500	$4,900
CN 2003-3 (SA)	5	5	$12,500	$12,500	$8,650
CN 2003-5 (SA)	3	3	$7,500	$7,500	$3,950
CN 2003-10 (SA)	1	1	$2,500	$2,500	$1,700
CN 2003-12 (SA)	5	5	$12,500	$12,500	$8,500
CN 2003-13 (SA)	4	4	$10,000	$10,000	$6,700
CN 2003-21 (SA)	2	2	$5,000	$5,000	$3,600
CN 2003-25 (SA)	2	2	$5,000	$5,000	$3,600
CN 2003-34 (SA)	4	4	$10,000	$10,000	$6,700
CN 2003-35 (SA)	4	4	$10,000	$10,000	$6,300
CN 2003-36 (SA)	3	3	$10,000	$10,000	$5,800
CN 2003-39 (SA)	2	2	$10,000	$10,000	$5,900
CN 2003-45 (SA)	1	1	$2,500	$2,500	$1,750
CN 2003-49 (SA)	2	2	$5,000	$5,000	$3,400
CN 2003-50 (SA)	2	2	$5,000	$5,000	$3,150
CN 2002-55 (SI)	1	1	$2,500	$2,500	$1,600
CN 2003-23 (SI)	1	1	$5,000	$5,000	$3,800
CN 2002-48 (TS)	1	7	$35,000	$35,000	$23,450
CN 2003-4 (TS)	2	4	$20,000	$20,000	$13,700
CN 2003-9 (TS)	1	3	$15,000	$15,000	$10,900
CN 2003-33 (TS)	1	1	$5,000	$5,000	$3,600
CN 2003-44 (TS)	1	1	$2,500	$2,500	$1,875

CN 2003-51 (TS)	1	1	$2,500	$2,500	$1,650
CORP 2002-5 (FCS)	1	1	$5,000	$5,000	$3,000
CORP 2003-4 (FCS)	1	1	$2,500	$2,500	$1,250
CORP 2003-10 (FCS	2	2	$7,500	$7,500	$3,750
CORP 2003-6 (HMT)	1	1	$5,000	$5,000	$3,000
CORP 2003-2 (LI)	1	1	$2,500	$2,500	$1,250
CORP 2003-13 (RW)	2	2	$8,000	$8,000	$4,500
CORP 2003-1 (SA)	3	3	$10,000	$10,000	$5,000
CORP 2003-3 (SA)	2	2	$7,500	$7,500	$3,750
CORP 2003-7 (SA)	2	2	$7,500	$7,500	$3,750
CORP 2003-8 (SA)	2	2	$5,000	$5,000	$2,500
CORP 2003-11 (SA)	3	3	$7,500	$7,500	$3,750
CORP 2004-1 (SA)	1	1	$5,000	$5,000	$2,500
CORP 2004-2 (SA)	1	1	$2,500	$2,500	$1,250
CORP 2003-5 (TS)	1	11	$55,000	$55,000	$5,000
CORP 2003-9 (TS)	1	4	$20,000	$0	$0
CORP 2003-12 (TS)	4	6	$26,000	$26,000	$3,000
CP 2001-10 (AR)	2	2	$5,000	$0	$0
CP 2003-5 (AR)	1	1	$2,500	$2,500	$1,500
CP 2003-18 (AR)	1	1	$2,500	$2,500	$2,250
CP 2003-16 (FCS)	1	1	$2,500	$2,500	$1,875
CP 2003-6 (HS)	1	2	$2,000	$2,000	$1,800
CP 2003-17 (HS)	1	3	$3,000	$3,000	$2,250
CP 2003-4 (HSR)	1	3	$3,000	$3,000	$2,500
CP 2002-13 (LI)	1	1	$2,500	$2,500	$1,625
CP 2003-20 (ROP)	1	1	$5,000	$5,000	$3,500
CP 2003-9 (RSP)	1	1	$1,000	$1,000	$900
CP 2003-13 (RW)	1	1	$2,000	$2,000	$1,500
CP 2003-11 (SA)	1	1	$2,500	$2,500	$1,875
CP 2003-12 (SA)	1	1	$5,000	$5,000	$2,750
CP 2003-14 (SA)	1	1	$5,000	$5,000	$3,750
CP 2003-15 (SA)	3	3	$10,000	$10,000	$9,000
CP 2003-19 (SA)	1	1	$2,500	$2,500	$2,250
CP 2004-1 (SA)	1	1	$2,500	$2,500	$2,500
CP 2003-10 (SI)	1	1	$1,000	$1,000	$650
CP 2003-8 (TS)	1	2	$2,000	$1,000	$900
CR 2003-3 (FCS)	1	1	$2,500	$2,500	$1,500
CR 2003-4 (FCS)	2	2	$10,000	$10,000	$6,750
CR 2003-2 (HMT)	1	1	$1,000	$1,000	$700
CR 2003-5 (HMT)	1	1	$5,000	$0	$0
CR 2002-13 (LI)	1	1	$2,500	$2,500	$1,500
CR 2003-1 (LI)	1	1	$5,000	$5,000	$3,500
CR 2002-11 (SI)	1	1	$2,500	$2,500	$1,500
CRL 2002-2 (RW)	1	1	$2,000	$2,000	$1,500
CRL 2002-1 (TS)	4	4	$9,500	$9,500	$7,125
CRSM 2004-1 (LI)	1	1	$2,500	$2,500	$1,500
CRSM 2004-3 (LI)	1	1	$7,500	$7,500	$4,650
CRSM 2004-2 (SA)	3	3	$15,000	$15,000	$9,000
CSX 2003-51 (AD)	2	2	$4,500	$4,500	$3,200
CSX 2003-91 (AD)	1	1	$5,000	$5,000	$3,250
CSX 2003-167 (AD)	1	1	$2,500	$2,500	$1,500
CSX 2003-168 (AD)	1	2	$2,000	$2,000	$1,250

CSX 2003-169 (AD)	1	1	$5,000	$5,000	$3,300
CSX 2003-50 (AR)	6	6	$15,000	$15,000	$10,350
CSX 2003-68 (AR)	5	5	$12,500	$12,500	$5,600
CSX 2003-74 (AR)	1	1	$2,500	$2,500	$1,550
CSX 2003-94 (AR)	1	1	$2,500	$2,500	$1,500
CSX 2003-97 (AR)	10	10	$25,000	$25,000	$25,000
CSX 2003-98 (AR)	10	10	$25,000	$25,000	$25,000
CSX 2003-99 (AR)	4	4	$10,000	$10,000	$10,000
CSX 2003-103 (AR)	1	1	$2,500	$2,500	$1,600
CSX 2003-146 (AR)	1	1	$2,500	$2,500	$1,550
CSX 2003-154 (AR)	1	1	$2,500	$2,500	$1,550
CSX 2003-174 (AR)	2	2	$5,000	$5,000	$5,000
CSX 2004-16 (AR)	2	2	$5,000	$5,000	$3,200
CSX 2004-34 (AR)	3	3	$7,500	$7,500	$2,750
CSX 2004-60 (AR)	1	1	$2,500	$2,500	$1,500
CSX 2004-74 (AR)	1	1	$2,500	$0	$0
CSX 2004-81 (AR)	1	1	$2,500	$2,500	$1,700
CSX 2002-149 (EQ)	1	1	$2,000	$2,000	$1,300
CSX 2003-161 (EQ)	1	1	$2,000	$2,000	$1,500
CSX 2003-178 (EQ)	2	2	$5,000	$5,000	$3,400
CSX 2003-55 (FCS)	1	1	$6,000	$6,000	$4,200
CSX 2003-61 (FCS)	3	3	$7,500	$7,500	$4,900
CSX 2003-70 (FCS)	4	4	$10,000	$10,000	$6,600
CSX 2003-71 (FCS)	10	10	$31,500	$31,500	$21,000
CSX 2003-80 (FCS)	5	5	$12,500	$12,500	$8,100
CSX 2003-82 (FCS)	1	1	$11,000	$11,000	$7,700
CSX 2003-87 (FCS)	3	3	$7,500	$7,500	$4,750
CSX 2003-93 (FCS)	2	2	$5,000	$5,000	$3,300
CSX 2003-95 (FCS)	1	1	$2,500	$2,500	$1,600
CSX 2003-102 (FCS)	1	1	$2,500	$2,500	$1,500
CSX 2003-107 (FCS)	1	1	$2,500	$2,500	$1,600
CSX 2003-118 (FCS)	3	3	$10,000	$10,000	$6,350
CSX 2003-122 (FCS)	1	1	$2,500	$2,500	$1,600
CSX 2003-124 (FCS)	5	5	$17,500	$17,500	$11,500
CSX 2003-125 (FCS)	2	2	$7,500	$7,500	$5,000
CSX 2003-127 (FCS)	1	1	$5,000	$5,000	$3,200
CSX 2003-135 (FCS)	1	1	$2,500	$2,500	$1,650
CSX 2003-136 (FCS)	2	2	$5,000	$5,000	$3,300
CSX 2003-140 (FCS)	3	3	$7,500	$7,500	$4,500
CSX 2003-149 (FCS)	1	4	$10,000	$10,000	$6,300
CSX 2003-162 (FCS)	2	2	$5,000	$5,000	$3,300
CSX 2003-181 (FCS)	7	7	$17,500	$17,500	$12,500
CSX 2004-4 (FCS)	2	2	$7,500	$7,500	$4,950
CSX 2004-9 (FCS)	3	3	$7,500	$7,500	$4,700
CSX 2004-26 (FCS)	1	1	$2,500	$2,500	$1,650
CSX 2004-27 (FCS)	3	3	$10,000	$10,000	$6,700
CSX 2004-33 (FCS)	2	2	$5,000	$5,000	$3,200
CSX 2004-37 (FCS)	5	5	$12,500	$12,500	$8,800
CSX 2004-38 (FCS)	2	2	$5,000	$5,000	$3,300
CSX 2004-51 (FCS)	4	4	$12,500	$12,500	$8,000
CSX 2004-62 (FCS)	1	1	$2,500	$2,500	$1,700
CSX 2004-65 (FCS)	2	2	$5,000	$5,000	$3,200

CSX 2004-87 (FCS)	1	1	$2,500	$2,500	$1,600
CSX 2003-147 (GC)	1	1	$5,000	$5,000	$4,100
CSX 2003-180 (GC)	1	1	$5,000	$5,000	$3,600
CSX 2004-12 (GC)	1	1	$5,000	$5,000	$3,500
CSX 2004-49 (GC)	4	4	$4,000	$4,000	$2,350
CSX 2004-50 (GC)	5	5	$9,000	$9,000	$6,000
CSX 2004-78 (GC)	1	1	$1,000	$1,000	$625
CSX 2002-152 (HMT	1	1	$5,000	$5,000	$3,500
CSX 2003-48 (HMT)	2	2	$12,500	$12,500	$8,250
CSX 2003-65 (HMT)	2	3	$19,500	$19,500	$9,250
CSX 2003-76 (HMT)	2	2	$22,500	$22,500	$14,750
CSX 2003-81 (HMT)	1	1	$2,500	$2,500	$1,850
CSX 2003-83 (HMT)	2	2	$7,000	$7,000	$4,750
CSX 2003-84 (HMT)	1	1	$2,500	$2,500	$1,650
CSX 2003-89 (HMT)	3	3	$8,000	$8,000	$5,400
CSX 2003-109 (HMT	2	2	$11,500	$11,500	$7,500
CSX 2003-115 (HMT	1	1	$7,500	$7,500	$4,750
CSX 2003-121 (HMT	2	4	$15,500	$15,500	$9,800
CSX 2003-123 (HMT	2	3	$16,500	$16,500	$7,500
CSX 2003-126 (HMT	1	1	$1,000	$1,000	$700
CSX 2003-130 (HMT	1	1	$5,000	$5,000	$3,600
CSX 2003-141 (HMT	4	9	$41,000	$41,000	$10,500
CSX 2003-150 (HMT	1	1	$5,000	$5,000	$3,500
CSX 2003-151 (HMT	1	3	$22,500	$22,500	$14,000
CSX 2003-152 (HMT	1	2	$11,500	$11,500	$7,700
CSX 2003-153 (HMT	1	10	$50,000	$50,000	$33,000
CSX 2003-158 (HMT	1	1	$7,500	$7,500	$4,750
CSX 2003-159 (HMT	1	1	$7,500	$7,500	$5,000
CSX 2003-160 (HMT	2	3	$19,000	$7,500	$4,750
CSX 2003-163 (HMT	1	1	$5,000	$5,000	$3,750
CSX 2003-164 (HMT	1	3	$23,000	$23,000	$16,500
CSX 2003-165 (HMT	1	1	$4,000	$4,000	$3,000
CSX 2003-166 (HMT	1	1	$6,000	$6,000	$4,250
CSX 2004-6 (HMT)	1	1	$5,000	$5,000	$3,900
CSX 2004-10 (HMT)	1	2	$10,000	$10,000	$6,500
CSX 2004-13 (HMT)	1	1	$6,000	$6,000	$4,000
CSX 2004-15 (HMT)	1	1	$5,000	$5,000	$3,400
CSX 2004-23 (HMT)	1	4	$27,000	$27,000	$16,500
CSX 2004-24 (HMT)	1	1	$3,500	$3,500	$2,450
CSX 2004-39 (HMT)	1	1	$5,000	$5,000	$3,900
CSX 2004-40 (HMT)	1	1	$5,000	$5,000	$3,900
CSX 2004-43 (HMT)	1	1	$5,000	$5,000	$3,500
CSX 2004-70 (HMT)	1	1	$7,000	$7,000	$5,460
CSX 2004-71 (HMT)	1	1	$6,000	$6,000	$4,000
CSX 2004-72 (HMT)	1	1	$7,500	$7,000	$5,000
CSX 2003-49 (HS)	1	1	$1,000	$1,000	$650
CSX 2003-69 (HS)	10	10	$10,000	$10,000	$6,500
CSX 2003-73 (HS)	2	3	$3,000	$3,000	$1,940
CSX 2003-108 (HS)	1	2	$2,000	$2,000	$1,300
CSX 2003-145 (HS)	1	1	$1,000	$1,000	$600
CSX 2003-173 (HS)	2	2	$2,000	$2,000	$1,300
CSX 2003-184 (HS)	3	3	$3,000	$3,000	$1,950

CSX 2004-35 (HS)	8	14	$14,000	$14,000	$9,300
CSX 2004-42 (HS)	1	3	$3,000	$3,000	$1,950
CSX 2004-44 (HS)	1	2	$2,000	$2,000	$1,300
CSX 2003-106 (HSR	1	1	$1,000	$1,000	$600
CSX 2004-63 (HSR)	1	1	$1,000	$1,000	$600
CSX 2002-101 (LI)	3	3	$10,000	$10,000	$6,500
CSX 2003-35 (LI)	7	7	$23,000	$23,000	$13,400
CSX 2003-38 (LI)	4	4	$15,500	$15,500	$9,750
CSX 2003-53 (LI)	5	5	$15,500	$15,500	$10,000
CSX 2003-72 (LI)	1	1	$2,500	$2,500	$1,600
CSX 2003-79 (LI)	9	9	$26,000	$26,000	$14,750
CSX 2003-100 (LI)	3	3	$7,000	$7,000	$4,500
CSX 2003-101 (LI)	1	1	$7,500	$7,500	$4,850
CSX 2003-105 (LI)	7	11	$18,500	$18,500	$12,000
CSX 2003-114 (LI)	1	1	$2,500	$2,500	$1,600
CSX 2003-133 (LI)	1	1	$4,500	$4,500	$3,000
CSX 2003-138 (LI)	1	1	$2,500	$2,500	$1,500
CSX 2003-155 (LI)	2	2	$6,000	$6,000	$3,850
CSX 2003-172 (LI)	1	1	$6,500	$6,500	$3,850
CSX 2003-177 (LI)	2	2	$6,500	$6,500	$4,250
CSX 2003-182 (LI)	3	3	$10,000	$10,000	$6,500
CSX 2003-183 (LI)	1	1	$4,000	$4,000	$2,400
CSX 2004-7 (LI)	1	1	$4,000	$0	$0
CSX 2004-18 (LI)	4	4	$12,500	$12,500	$8,100
CSX 2004-31 (LI)	3	3	$7,500	$7,500	$4,800
CSX 2004-52 (LI)	2	2	$19,000	$19,000	$11,500
CSX 2003-43 (ROP)	1	1	$5,000	$5,000	$3,250
CSX 2003-62 (ROP)	1	1	$5,000	$5,000	$3,425
CSX 2004-32 (ROP)	1	1	$5,000	$5,000	$2,750
CSX 2003-52 (RSP)	1	1	$5,000	$5,000	$3,200
CSX 2003-66 (RSP)	1	1	$2,500	$1,000	$650
CSX 2003-88 (RSP)	1	1	$1,000	$1,000	$650
CSX 2003-129 (RSP	2	2	$2,000	$2,000	$1,300
CSX 2003-134 (RSP	2	6	$6,000	$6,000	$3,800
CSX 2004-28 (RSP)	1	1	$2,500	$2,500	$1,600
CSX 2003-171 (RW)	1	1	$5,000	$5,000	$3,150
CSX 2004-45 (RW)	1	1	$1,000	$1,000	$650
CSX 2004-53 (RW)	1	1	$1,000	$1,000	$650
CSX 2004-55 (RW)	2	2	$2,000	$2,000	$1,250
CSX 2004-67 (RW)	2	2	$2,000	$2,000	$1,250
CSX 2003-54 (SA)	1	1	$2,500	$0	$0
CSX 2003-57 (SA)	6	6	$22,500	$22,500	$14,700
CSX 2003-58 (SA)	6	6	$25,000	$25,000	$16,400
CSX 2003-59 (SA)	7	7	$20,000	$20,000	$13,250
CSX 2003-64 (SA)	5	5	$45,500	$45,500	$17,750
CSX 2003-67 (SA)	2	2	$5,000	$5,000	$3,225
CSX 2003-77 (SA)	4	4	$12,500	$12,500	$8,400
CSX 2003-78 (SA)	4	4	$12,500	$12,500	$8,400
CSX 2003-86 (SA)	1	1	$2,500	$2,500	$1,600
CSX 2003-96 (SA)	5	5	$22,500	$22,500	$14,500
CSX 2003-110 (SA)	1	1	$2,500	$2,500	$1,625
CSX 2003-113 (SA)	1	1	$5,000	$5,000	$3,250

CSX 2003-116 (SA)	1	1	$5,000	$5,000	$3,250
CSX 2003-128 (SA)	4	4	$15,000	$15,000	$9,600
CSX 2003-131 (SA)	4	4	$15,000	$15,000	$9,900
CSX 2003-137 (SA)	4	4	$12,500	$12,500	$8,250
CSX 2003-139 (SA)	1	1	$2,500	$2,500	$1,650
CSX 2003-143 (SA)	3	3	$12,500	$12,500	$8,000
CSX 2003-170 (SA)	3	3	$7,500	$7,500	$5,000
CSX 2003-175 (SA)	2	2	$7,500	$7,500	$4,875
CSX 2004-1 (SA)	3	3	$15,000	$15,000	$9,700
CSX 2004-2 (SA)	3	3	$10,000	$10,000	$6,500
CSX 2004-8 (SA)	1	1	$2,500	$2,500	$1,600
CSX 2004-22 (SA)	4	4	$10,000	$10,000	$6,500
CSX 2004-29 (SA)	8	8	$22,500	$22,500	$14,000
CSX 2004-30 (SA)	7	7	$17,500	$17,500	$11,000
CSX 2004-47 (SA)	5	5	$17,500	$17,500	$11,250
CSX 2004-57 (SA)	1	1	$2,500	$2,500	$1,625
CSX 2004-68 (SA)	9	9	$30,000	$30,000	$19,500
CSX 2002-98 (SI)	1	1	$2,500	$2,500	$1,500
CSX 2003-56 (SI)	3	3	$3,000	$3,000	$1,950
CSX 2003-63 (SI)	1	1	$2,500	$2,500	$1,600
CSX 2003-90 (SI)	1	1	$5,000	$5,000	$3,150
CSX 2003-117 (SI)	4	8	$8,000	$8,000	$4,700
CSX 2003-119 (SI)	1	8	$8,000	$8,000	$5,200
CSX 2003-148 (SI)	2	12	$30,000	$30,000	$1,600
CSX 2003-156 (SI)	1	1	$2,500	$2,500	$1,600
CSX 2004-3 (SI)	1	1	$1,000	$1,000	$700
CSX 2004-11 (SI)	1	1	$5,000	$5,000	$3,150
CSX 2004-79 (SI)	1	1	$5,000	$5,000	$3,000
CSX 2003-60 (TS)	1	3	$7,500	$7,500	$5,000
CSX 2003-75 (TS)	2	9	$45,000	$4,500	$29,400
CSX 2003-85 (TS)	5	6	$17,000	$17,000	$11,150
CSX 2003-92 (TS)	1	1	$2,500	$2,500	$1,650
CSX 2003-104 (TS)	1	1	$5,000	$5,000	$3,250
CSX 2003-111 (TS)	2	2	$10,000	$10,000	$6,600
CSX 2003-112 (TS)	2	2	$7,000	$7,000	$3,650
CSX 2003-132 (TS)	2	10	$25,000	$25,000	$10,000
CSX 2003-179 (TS)	1	2	$10,000	$10,000	$6,600
CSX 2004-5 (TS)	1	1	$5,000	$5,000	$3,100
CSX 2004-14 (TS)	3	5	$17,500	$17,500	$11,500
CSX 2004-19 (TS)	2	2	$5,000	$5,000	$3,150
CSX 2004-46 (TS)	2	2	$5,000	$5,000	$3,150
CSX 2004-56 (TS)	1	1	$2,500	$2,500	$1,650
CW 2001-2 (HS)	1	1	$1,000	$1,000	$550
DH 2004-1 (LI)	1	1	$2,500	$2,500	$2,000
DI 2003-1 (TS)	1	1	$2,500	$2,500	$1,150
DMVW 2003-2 (RW)	1	2	$6,000	$6,000	$6,000
DWP 2002-1 (RW)	1	30	$76,500	$76,500	$46,050
EIRR 2003-1 (HSR)	1	1	$1,000	$1,000	$600
EJE 2003-1 (FCS)	1	1	$5,000	$5,000	$3,000
FCEN 2003-1 (SA)	1	1	$2,500	$2,500	$1,625
FEC 2002-7 (GC)	1	1	$5,000	$5,000	$3,500
FEC 2003-1 (HMT)	1	1	$2,000	$2,000	$1,500

FEC 2002-6 (LI)	4	4	$10,000	$10,000	$8,000
FEC 2003-3 (ROR)	5	5	$25,000	$25,000	$22,500
FEC 2003-2 (TS)	1	1	$2,500	$2,500	$1,625
FEC 2003-4 (TS)	1	5	$25,000	$25,000	$15,000
FSR 1999-1 (GC)	2	4	$10,000	$0	$0
FSR 1999-2 (GC)	1	1	$7,500	$0	$0
GCSR 2002-1 (AR)	1	1	$2,500	$2,500	$1,625
GCSR 2002-2 (AR)	1	1	$2,500	$2,500	$1,625
GCSR 2002-3 (AR)	1	1	$2,500	$2,500	$1,625
GCSR 2003-1 (AR)	1	1	$2,500	$2,500	$1,625
GSWR 2003-1 (TS)	1	1	$2,500	$2,500	$1,625
GSWR 2003-2 (TS)	1	3	$6,000	$6,000	$3,900
GTW 2003-1 (TS)	1	1	$2,500	$2,500	$1,850
HPTD 2003-1 (LI)	2	2	$3,000	$3,000	$3,000
IC 2002-29 (AR)	2	2	$5,000	$5,000	$2,850
IC 2003-10 (AR)	1	1	$2,500	$2,500	$1,650
IC 2003-14 (AR)	3	3	$7,500	$7,500	$3,950
IC 2002-30 (FCS)	1	1	$2,500	$2,500	$1,750
IC 2003-6 (FCS)	3	3	$12,500	$12,500	$8,850
IC 2003-8 (FCS)	1	1	$2,500	$2,500	$1,750
IC 2003-17 (FCS)	1	1	$2,500	$2,500	$1,750
IC 2003-18 (FCS)	1	1	$2,000	$2,000	$1,500
IC 2003-19 (FCS)	4	4	$15,000	$15,000	$9,400
IC 2002-27 (GC)	1	1	$5,000	$5,000	$3,500
IC 2003-16 (GC)	1	1	$5,000	$5,000	$3,600
IC 2003-20 (HMT)	1	1	$7,500	$7,500	$4,750
IC 2003-11 (LI)	2	2	$10,500	$10,500	$7,300
IC 2003-21 (LI)	2	2	$2,000	$2,000	$1,300
IC 2002-31 (ROP)	1	1	$5,000	$5,000	$3,300
IC 2003-9 (RW)	1	1	$3,000	$3,000	$2,250
IC 2002-28 (SA)	1	1	$2,500	$2,500	$1,750
IC 2003-1 (SA)	1	1	$2,500	$2,500	$1,650
IC 2003-4 (SA)	3	3	$10,000	$10,000	$3,000
IC 2003-5 (SA)	2	2	$10,000	$10,000	$7,000
IC 2003-12 (SA)	1	1	$2,500	$2,500	$1,750
IC 2003-15 (SA)	1	1	$5,000	$5,000	$3,600
IC 2003-22 (SA)	1	1	$2,500	$2,500	$1,750
IC 2003-2 (SI)	1	1	$1,000	$1,000	$750
IC 2003-3 (TS)	1	1	$2,500	$2,500	$1,750
IC 2003-7 (TS)	2	9	$40,000	$40,000	$26,800
ICE 2003-2 (HSR)	1	1	$1,000	$1,000	$750
ICE 2003-1 (SA)	1	1	$5,000	$5,000	$5,000
IORY 2003-1 (LI)	1	1	$5,000	$0	$0
IORY 2003-3 (LI)	3	3	$7,500	$7,500	$4,500
IORY 2002-6 (SI)	1	1	$1,000	$1,000	$600
ISRR 2004-1 (FCS)	1	1	$2,500	$2,500	$1,500
ISSR 2003-1 (LI)	1	1	$2,500	$2,500	$2,500
KBSR 2002-1 (LI)	1	1	$3,500	$3,500	$2,250
KCS 2003-18 (AD)	1	1	$2,000	$2,000	$1,500
KCS 2003-55 (AR)	1	1	$2,500	$2,500	$1,800
KCS 2003-5 (EQ)	2	2	$10,500	$10,500	$7,750
KCS 2003-38 (EQ)	1	1	$5,000	$5,000	$3,750

KCS 2003-1 (FCS)	1	15	$30,000	$30,000	$18,600
KCS 2003-11 (FCS)	1	1	$5,000	$5,000	$3,100
KCS 2003-22 (FCS)	1	1	$2,500	$2,500	$1,550
KCS 2003-25 (FCS)	1	1	$1,000	$1,000	$650
KCS 2003-29 (FCS)	1	1	$1,000	$1,000	$620
KCS 2003-30 (FCS)	1	1	$2,500	$0	$0
KCS 2003-56 (FCS)	1	1	$2,500	$2,500	$1,550
KCS 2003-58 (FCS)	4	4	$10,000	$10,000	$6,350
KCS 2003-63 (FCS)	2	2	$5,000	$5,000	$2,500
KCS 2003-68 (FCS)	3	3	$7,500	$7,500	$4,650
KCS 2004-2 (FCS)	1	1	$5,000	$5,000	$3,000
KCS 2004-4 (FCS)	1	1	$5,000	$5,000	$3,250
KCS 2003-9 (HMT)	1	1	$4,000	$4,000	$2,800
KCS 2003-28 (HMT)	1	1	$7,500	$5,000	$3,750
KCS 2003-44 (HMT)	1	8	$40,000	$37,000	$20,650
KCS 2003-51 (HMT)	1	10	$32,500	$32,500	$16,250
KCS 2003-59 (HMT)	1	1	$6,000	$6,000	$1,000
KCS 2003-65 (HMT)	1	2	$10,000	$10,000	$8,000
KCS 2003-15 (HS)	1	3	$3,000	$3,000	$1,980
KCS 2003-27 (HS)	1	3	$3,000	$3,000	$1,980
KCS 2003-26 (HSR)	1	3	$3,000	$3,000	$2,160
KCS 2003-3 (LI)	3	3	$30,000	$30,000	$16,900
KCS 2003-6 (LI)	2	2	$7,500	$7,500	$4,650
KCS 2003-7 (LI)	2	2	$10,000	$10,000	$6,275
KCS 2003-10 (LI)	7	7	$41,000	$41,000	$25,145
KCS 2003-16 (LI)	2	2	$9,000	$9,000	$5,175
KCS 2003-17 (LI)	1	1	$5,000	$5,000	$2,625
KCS 2003-19 (LI)	2	2	$5,500	$5,500	$3,425
KCS 2003-36 (LI)	1	1	$2,500	$2,500	$1,550
KCS 2003-37 (LI)	7	7	$39,000	$39,000	$23,580
KCS 2003-39 (LI)	11	11	$27,500	$27,500	$15,175
KCS 2003-40 (LI)	12	14	$41,000	$41,000	$24,045
KCS 2003-47 (LI)	1	1	$5,000	$5,000	$2,245
KCS 2003-48 (LI)	5	5	$31,000	$31,000	$15,725
KCS 2003-57 (LI)	1	1	$10,000	$10,000	$6,500
KCS 2003-60 (LI)	11	11	$27,500	$27,500	$13,500
KCS 2003-61 (LI)	14	14	$35,000	$35,000	$19,625
KCS 2003-53 (RSP)	1	1	$5,000	$5,000	$3,750
KCS 2003-54 (RSP)	3	3	$7,000	$7,000	$5,250
KCS 2003-45 (RW)	1	1	$1,000	$1,000	$750
KCS 2002-45 (SA)	1	1	$2,500	$2,500	$1,550
KCS 2003-2 (SA)	4	4	$25,000	$25,000	$15,475
KCS 2003-4 (SA)	1	1	$5,000	$5,000	$2,500
KCS 2003-12 (SA)	3	3	$7,500	$7,500	$3,725
KCS 2003-13 (SA)	3	3	$10,000	$10,000	$6,325
KCS 2003-20 (SA)	2	2	$7,500	$7,500	$4,650
KCS 2003-21 (SA)	4	4	$17,500	$17,500	$10,850
KCS 2003-23 (SA)	1	1	$2,500	$2,500	$1,625
KCS 2003-24 (SA)	1	1	$2,500	$2,500	$1,550
KCS 2003-32 (SA)	2	2	$5,000	$5,000	$3,000
KCS 2003-33 (SA)	1	1	$2,500	$2,500	$1,625
KCS 2003-46 (SA)	2	2	$5,000	$5,000	$3,175

KCS 2003-49 (SA)	6	6	$17,500	$17,500	$10,775
KCS 2003-50 (SA)	5	5	$17,500	$17,500	$10,300
KCS 2003-62 (SA)	1	1	$2,500	$2,500	$1,550
KCS 2003-66 (SA)	3	3	$7,500	$7,500	$4,875
KCS 2003-67 (SA)	1	1	$2,500	$2,500	$1,375
KCS 2003-69 (SA)	1	1	$5,000	$5,000	$3,100
KCS 2004-1 (SA)	4	4	$12,500	$12,500	$5,200
KCS 2003-8 (TS)	1	5	$12,500	$12,500	$9,375
KCS 2003-34 (TS)	1	1	$1,000	$1,000	$780
KCS 2003-35 (TS)	1	4	$12,500	$12,500	$9,375
KCS 2003-43 (TS)	1	1	$2,500	$2,500	$2,000
KCS 2004-3 (TS)	1	1	$5,000	$5,000	$3,750
KCS 2004-6 (TS)	2	2	$9,500	$9,500	$7,200
KO 2002-1 (GC)	1	1	$2,500	$2,500	$1,500
KO 2003-1 (GC)	1	1	$5,000	$5,000	$3,000
KO 2003-4 (GC)	1	1	$2,500	$2,500	$1,500
KO 2003-3 (LI)	2	2	$5,000	$5,000	$3,000
KO 2003-2 (TS)	1	1	$2,500	$2,500	$1,625
KRT 2002-1 (FCS)	1	1	$2,500	$2,500	$2,500
KRT 2004-1 (FCS)	1	1	$2,500	$2,500	$2,500
KYLE 2002-1 (AD)	1	1	$5,000	$5,000	$2,700
LCR 2003-1 (LI)	1	1	$7,500	$7,500	$4,500
LI 2003-7 (AR)	1	1	$2,500	$0	$0
LI 2001-2 (LI)	13	13	$32,500	$32,500	$20,429
LI 2001-3 (LI)	6	6	$15,000	$15,000	$9,429
LI 2001-4 (LI)	1	1	$2,500	$2,500	$1,571
LI 2001-6 (LI)	1	1	$2,500	$2,500	$1,571
LI 2001-7 (LI)	14	14	$35,000	$35,000	$22,000
LI 2001-3 (ROP)	2	3	$12,000	$12,000	$7,800
LI 2002-1 (ROP)	1	1	$5,000	$5,000	$3,250
LI 2001-5 (SA)	1	1	$2,500	$2,500	$2,500
LI 2003-1 (TS)	3	3	$6,000	$0	$0
LIRC 2002-1 (LI)	1	1	$10,000	$10,000	$7,500
LNS 2003-1 (LI)	1	1	$2,500	$2,500	$2,500
LS 2002-1 (RSP)	1	1	$5,000	$0	$0
LVRR 2003-1 (AD)	1	1	$5,000	$0	$0
MAW 2000-1 (TS)	1	6	$30,000	$30,000	$15,000
MBRR 2002-1 (TS)	1	1	$5,000	$5,000	$2,500
MBRR 2002-2 (TS)	1	2	$7,500	$7,500	$3,750
MBRR 2002-3 (TS)	1	1	$2,500	$2,500	$1,250
MJ 2002-1 (EQ)	1	1	$5,000	$5,000	$3,250
MNA 2002-1 (TS)	1	1	$2,500	$2,500	$1,500
MNCW 2003-5 (PEQ	3	3	$12,500	$12,500	$9,000
MNCW 2003-6 (PEQ	1	2	$5,000	$5,000	$4,000
MNCW 2004-2 (PEQ	1	1	$5,000	$5,000	$3,000
MNCW 2001-3 (ROP	2	2	$10,000	$10,000	$6,500
MNCW 2003-2 (ROP	1	2	$10,000	$10,000	$7,000
MNCW 2003-3 (ROP	1	1	$5,000	$5,000	$3,500
MNCW 2003-4 (RW)	1	1	$3,000	$3,000	$2,000
MNCW 2004-1 (SI)	2	2	$6,000	$6,000	$3,600
MRSR 2002-1 (ROP)	1	1	$5,000	$5,000	$3,500
NHIR 2003-1 (GC)	1	1	$2,500	$2,500	$1,250

NWP 2001-3 (AD)	1	1	$3,500	$0	$0
NWP 2001-1 (AR)	1	1	$2,500	$0	$0
NWP 2002-1 (GC)	1	1	$5,000	$0	$0
NWP 2001-3 (SI)	1	1	$2,500	$0	$0
NWP 2002-2 (SI)	2	2	$22,000	$0	$0
NWP 2001-2 (TS)	1	3	$3,000	$0	$0
OHCR 2001-1 (LI)	1	1	$2,500	$2,500	$1,000
PCC 2003-7 (HMT)	1	1	$1,500	$1,500	$975
PCC 2003-3 (HS)	1	1	$1,000	$1,000	$630
PCC 2003-2 (HSR)	1	1	$1,000	$1,000	$630
PCC 2003-5 (SA)	1	1	$2,500	$2,500	$1,300
PCC 2003-6 (SA)	1	1	$5,000	$5,000	$3,150
PCC 2001-1 (TS)	4	9	$20,500	$20,500	$15,000
PCC 2002-1 (TS)	1	1	$5,000	$5,000	$3,250
PCC 2002-2 (TS)	1	2	$5,000	$5,000	$3,000
PCC 2002-3 (TS)	1	4	$10,000	$10,000	$6,000
PCC 2003-1 (TS)	4	6	$22,500	$22,500	$13,500
PCC 2003-4 (TS)	3	6	$10,000	$10,000	$6,000
PHL 2003-2 (SI)	2	2	$2,000	$2,000	$2,000
PTRA 2004-1 (ROP)	1	1	$2,000	$2,000	$2,000
RARW 2001-1 (TS)	1	1	$1,000	$1,000	$650
RJCL 2000-1 (FCS)	1	1	$2,500	$2,500	$1,000
RJCM 2001-1 (LI)	2	2	$17,500	$17,500	$8,750
RJCR 2001-1 (FCS)	7	7	$17,500	$17,500	$4,000
RRRR 2001-1 (EQ)	2	2	$7,500	$7,000	$3,750
RRRR 2002-1 (EQ)	1	1	$5,000	$5,000	$2,500
RRRR 2002-2 (LI)	1	1	$3,500	$3,500	$1,750
RRRR 2003-1 (ROR)	2	2	$5,000	$5,000	$2,500
RRRR 2000-1 (RW)	1	1	$10,000	$10,000	$5,000
RRRR 2003-2 (TS)	1	1	$5,000	$5,000	$2,500
RSIX 2000-1 (AD)	1	1	$2,000	$0	$0
RSIX 2003-1 (TS)	1	4	$4,000	$4,000	$2,600
SCAX 2003-1 (GC)	1	1	$5,000	$5,000	$3,750
SCRF 2002-1 (RW)	1	1	$2,000	$2,000	$2,000
SCRT 2003-3 (GC)	1	1	$5,000	$5,000	$5,000
SEPA 2003-6 (HS)	3	3	$3,000	$3,000	$1,600
SEPA 2003-7 (HS)	2	2	$2,000	$2,000	$1,500
SEPA 2003-8 (HSR)	1	1	$1,000	$1,000	$750
SEPA 2004-2 (LI)	1	1	$5,000	$5,000	$3,600
SEPA 2004-1 (REM)	1	1	$5,000	$5,000	$3,500
SFS 2002-1 (TS)	1	2	$7,500	$7,500	$4,000
SJVR 2002-3 (TS)	1	1	$7,000	$7,000	$4,800
SJVR 2003-1 (TS)	2	2	$6,000	$6,000	$3,600
SKOL 2003-2 (AR)	1	1	$2,500	$2,500	$1,500
SKOL 2002-1 (GC)	2	2	$10,000	$10,000	$6,000
SKOL 2003-6 (GC)	1	1	$1,000	$1,000	$600
SKOL 2003-11 (HMT	1	2	$8,500	$8,500	$5,950
SKOL 2003-13 (HMT	2	2	$15,000	$15,000	$9,000
SKOL 2003-9 (LI)	2	2	$5,000	$5,000	$3,000
SKOL 2003-4 (REM)	1	1	$5,000	$5,000	$3,000
SKOL 2003-12 (ROP	1	1	$5,000	$5,000	$3,000
SKOL 2003-1 (SA)	6	6	$30,000	$30,000	$18,000

SKOL 2003-3 (SA)	1	1	$10,000	$10,000	$6,000
SKOL 2003-14 (SA)	1	1	$5,000	$5,000	$3,250
SKOL 2003-5 (SI)	1	1	$1,000	$1,000	$600
SKOL 2003-7 (TS)	2	2	$7,500	$7,500	$4,500
SKOL 2003-8 (TS)	1	1	$1,000	$1,000	$600
SKOL 2003-10 (TS)	1	1	$2,000	$2,000	$1,200
SLRS 2003-1 (HMT)	1	2	$5,000	$5,000	$4,000
SMV 2004-1 (TS)	1	1	$1,000	$1,000	$625
SOU 2002-138 (AD)	2	2	$6,000	$6,000	$3,800
SOU 2003-3 (AD)	6	6	$24,000	$19,000	$12,000
SOU 2003-6 (AD)	8	8	$19,000	$19,000	$12,375
SOU 2003-34 (AD)	9	8	$19,000	$19,000	$11,700
SOU 2003-35 (AD)	7	7	$16,500	$15,500	$10,100
SOU 2003-36 (AD)	7	8	$34,000	$34,000	$15,200
SOU 2003-91 (AD)	1	1	$5,000	$5,000	$3,500
SOU 2003-185 (AD)	2	2	$3,500	$3,500	$2,400
SOU 2004-26 (AD)	2	2	$10,000	$10,000	$7,000
SOU 2004-31 (AD)	3	3	$7,000	$7,000	$5,000
SOU 2003-7 (AR)	7	7	$16,000	$11,000	$7,125
SOU 2003-27 (AR)	2	2	$5,000	$2,500	$1,600
SOU 2003-58 (AR)	5	5	$11,000	$10,000	$6,200
SOU 2003-90 (AR)	1	1	$2,500	$2,500	$1,700
SOU 2003-116 (AR)	1	1	$2,500	$2,500	$1,750
SOU 2003-120 (AR)	1	1	$2,500	$2,500	$1,650
SOU 2003-161 (AR)	1	1	$2,500	$2,500	$1,875
SOU 2004-69 (AR)	1	1	$2,500	$2,500	$1,500
SOU 2003-62 (EQ)	1	1	$1,000	$1,000	$700
SOU 2002-158 (FCS	1	1	$2,500	$2,500	$1,500
SOU 2003-32 (FCS)	7	7	$17,500	$17,500	$12,275
SOU 2003-49 (FCS)	1	1	$2,500	$2,500	$1,750
SOU 2003-52 (FCS)	4	4	$10,000	$10,000	$7,000
SOU 2003-54 (FCS)	1	1	$2,500	$2,500	$1,500
SOU 2003-75 (FCS)	1	1	$2,500	$2,500	$1,750
SOU 2003-77 (FCS)	2	2	$4,000	$4,000	$3,000
SOU 2003-79 (FCS)	5	5	$15,000	$15,000	$10,250
SOU 2003-81 (FCS)	8	8	$22,500	$22,500	$15,800
SOU 2003-95 (FCS)	2	2	$5,000	$5,000	$3,400
SOU 2003-99 (FCS)	3	3	$10,000	$10,000	$6,900
SOU 2003-102 (FCS	1	1	$2,500	$2,500	$1,750
SOU 2003-126 (FCS	3	3	$7,500	$7,500	$5,200
SOU 2003-129 (FCS	1	1	$2,500	$2,500	$1,800
SOU 2003-133 (FCS	1	1	$2,500	$2,500	$1,750
SOU 2003-136 (FCS	1	1	$5,000	$5,000	$3,600
SOU 2003-137 (FCS	1	1	$2,500	$2,500	$1,750
SOU 2003-139 (FCS	2	2	$5,000	$5,000	$3,500
SOU 2003-147 (FCS	1	1	$2,500	$2,500	$1,800
SOU 2003-148 (FCS	1	1	$2,500	$2,500	$1,750
SOU 2003-159 (FCS	3	3	$10,000	$10,000	$7,100
SOU 2003-173 (FCS	6	6	$15,000	$15,000	$10,525
SOU 2004-2 (FCS)	9	9	$27,000	$27,000	$18,800
SOU 2004-4 (FCS)	6	6	$15,000	$15,000	$10,500
SOU 2004-13 (FCS)	2	2	$5,000	$5,000	$3,250

SOU 2004-20 (FCS)	1	1	$5,000	$5,000	$3,500
SOU 2004-24 (FCS)	1	1	$2,500	$2,500	$1,875
SOU 2004-27 (FCS)	4	4	$10,000	$10,000	$7,125
SOU 2004-29 (FCS)	3	3	$7,500	$7,500	$5,250
SOU 2004-34 (FCS)	1	1	$2,500	$2,500	$2,000
SOU 2004-41 (FCS)	1	1	$2,500	$2,500	$1,750
SOU 2004-55 (FCS)	1	1	$2,500	$2,500	$2,000
SOU 2004-58 (FCS)	1	1	$5,000	$5,000	$3,600
SOU 2004-61 (FCS)	5	5	$12,500	$12,500	$8,750
SOU 2004-62 (FCS)	3	3	$7,500	$7,500	$4,800
SOU 2003-158 (GC)	2	2	$10,000	$10,000	$7,250
SOU 2003-189 (GC)	1	1	$5,000	$5,000	$3,750
SOU 2004-21 (GC)	1	1	$5,000	$5,000	$4,250
SOU 2002-157 (HMT	1	6	$37,500	$37,500	$24,500
SOU 2003-51 (HMT)	1	1	$7,500	$7,500	$4,850
SOU 2003-53 (HMT)	4	4	$14,000	$14,000	$8,500
SOU 2003-78 (HMT)	1	1	$2,500	$2,500	$1,500
SOU 2003-94 (HMT)	2	2	$6,000	$6,000	$3,750
SOU 2003-141 (HMT	1	1	$5,000	$2,500	$1,500
SOU 2003-142 (HMT	1	2	$10,000	$10,000	$6,550
SOU 2003-146 (HMT	1	2	$5,000	$5,000	$3,050
SOU 2003-193 (HMT	5	6	$23,000	$23,000	$17,300
SOU 2003-196 (HMT	10	12	$45,000	$45,000	$28,650
SOU 2004-19 (HMT)	3	8	$46,000	$46,000	$29,700
SOU 2004-25 (HMT)	7	19	$88,000	$88,000	$52,950
SOU 2004-46 (HMT)	1	6	$24,000	$20,000	$15,800
SOU 2004-65 (HMT)	1	1	$5,000	$5,000	$3,500
SOU 2003-46 (HS)	1	1	$1,000	$1,000	$750
SOU 2003-83 (HS)	3	3	$3,000	$3,000	$2,250
SOU 2003-89 (HS)	2	3	$3,000	$3,000	$1,350
SOU 2003-101 (HS)	1	1	$1,000	$1,000	$750
SOU 2003-103 (HS)	4	4	$4,000	$4,000	$2,500
SOU 2003-104 (HS)	5	5	$5,000	$5,000	$3,000
SOU 2003-105 (HS)	2	2	$2,000	$2,000	$1,200
SOU 2003-106 (HS)	8	8	$8,000	$8,000	$4,800
SOU 2003-108 (HS)	2	2	$2,000	$2,000	$1,200
SOU 2003-109 (HS)	3	3	$3,000	$3,000	$1,800
SOU 2003-110 (HS)	8	9	$9,000	$9,000	$5,400
SOU 2003-111 (HS)	5	5	$5,000	$5,000	$3,000
SOU 2003-112 (HS)	6	6	$6,000	$6,000	$3,600
SOU 2003-113 (HS)	7	7	$7,000	$7,000	$4,200
SOU 2003-114 (HS)	1	1	$1,000	$1,000	$600
SOU 2003-117 (HS)	1	1	$1,000	$1,000	$700
SOU 2003-167 (HS)	3	3	$3,000	$3,000	$750
SOU 2003-192 (HS)	1	1	$1,000	$1,000	$750
SOU 2003-203 (HS)	3	3	$3,000	$3,000	$1,300
SOU 2004-15 (HS)	1	1	$1,000	$1,000	$750
SOU 2004-36 (HS)	7	7	$7,000	$7,000	$5,100
SOU 2003-55 (HSR)	2	2	$2,000	$2,000	$1,400
SOU 2003-60 (HSR)	1	1	$1,000	$1,000	$700
SOU 2003-88 (HSR)	2	2	$2,000	$2,000	$1,300
SOU 2003-119 (HSR	1	1	$1,000	$1,000	$650

SOU 2003-122 (HSR	16	16	$16,000	$16,000	$8,000
SOU 2003-135 (HSR	8	8	$8,000	$8,000	$4,000
SOU 2003-162 (HSR	16	16	$16,000	$16,000	$8,000
SOU 2003-165 (HSR	30	30	$30,000	$30,000	$15,000
SOU 2003-166 (HSR	13	13	$13,000	$13,000	$6,500
SOU 2003-168 (HSR	1	1	$1,000	$1,000	$700
SOU 2003-181 (HSR	4	4	$4,000	$4,000	$2,000
SOU 2003-183 (HSR	6	6	$6,000	$6,000	$3,000
SOU 2003-184 (HSR	9	9	$9,000	$9,000	$4,500
SOU 2003-197 (HSR	2	2	$2,000	$2,000	$1,200
SOU 2003-204 (HSR	1	2	$2,000	$2,000	$1,300
SOU 2003-205 (HSR	12	12	$12,000	$12,000	$6,000
SOU 2004-37 (HSR)	18	18	$18,000	$18,000	$9,450
SOU 2003-17 (LI)	3	3	$5,500	$5,500	$3,400
SOU 2003-47 (LI)	12	12	$37,500	$37,500	$22,450
SOU 2003-48 (LI)	2	2	$11,000	$11,000	$8,100
SOU 2003-50 (LI)	5	5	$31,500	$31,500	$22,000
SOU 2003-65 (LI)	9	9	$38,500	$38,500	$26,875
SOU 2003-69 (LI)	10	10	$32,500	$32,500	$21,825
SOU 2003-93 (LI)	5	5	$35,500	$35,500	$21,550
SOU 2003-123 (LI)	11	11	$27,500	$27,500	$18,700
SOU 2003-125 (LI)	1	1	$2,500	$2,500	$1,750
SOU 2003-127 (LI)	6	10	$25,000	$25,000	$18,000
SOU 2003-128 (LI)	10	10	$25,000	$25,000	$18,500
SOU 2003-144 (LI)	1	1	$3,500	$3,500	$2,425
SOU 2003-176 (LI)	11	11	$28,500	$28,500	$19,375
SOU 2003-177 (LI)	7	7	$17,500	$17,500	$11,950
SOU 2003-178 (LI)	7	7	$17,500	$17,500	$11,900
SOU 2003-179 (LI)	7	7	$17,500	$17,500	$11,900
SOU 2003-180 (LI)	6	6	$15,000	$15,000	$10,200
SOU 2003-188 (LI)	4	4	$18,500	$18,500	$12,575
SOU 2003-198 (LI)	1	1	$2,500	$2,500	$1,875
SOU 2004-7 (LI)	6	6	$18,500	$18,500	$13,125
SOU 2004-8 (LI)	5	5	$12,500	$12,500	$8,600
SOU 2004-9 (LI)	5	5	$12,500	$12,500	$8,500
SOU 2004-10 (LI)	4	4	$13,500	$13,500	$9,825
SOU 2004-12 (LI)	2	2	$6,000	$6,000	$4,275
SOU 2004-17 (LI)	2	2	$8,500	$8,500	$6,325
SOU 2004-30 (LI)	1	1	$2,500	$2,500	$1,750
SOU 2004-50 (LI)	8	8	$31,000	$31,000	$20,600
SOU 2004-59 (LI)	2	2	$7,500	$7,500	$5,375
SOU 2004-63 (LI)	1	1	$2,500	$2,500	$1,875
SOU 2003-44 (REM)	1	1	$5,000	$5,000	$3,250
SOU 2003-59 (ROP)	1	1	$5,000	$5,000	$3,000
SOU 2003-76 (ROP)	1	1	$5,000	$5,000	$3,600
SOU 2003-100 (ROP	1	1	$5,000	$5,000	$3,750
SOU 2003-156 (ROP	1	1	$2,000	$2,000	$1,300
SOU 2003-169 (ROP	1	1	$5,000	$5,000	$3,600
SOU 2003-190 (ROP	1	1	$2,500	$2,500	$1,875
SOU 2004-33 (ROP)	1	1	$5,000	$5,000	$3,500
SOU 2004-53 (ROP)	1	1	$5,000	$5,000	$3,750
SOU 2003-138 (ROF	1	1	$2,500	$2,500	$1,750

SOU 2003-85 (RSP)	1	1	$5,000	$5,000	$3,000
SOU 2004-57 (RSP)	1	2	$2,000	$2,000	$1,400
SOU 2003-175 (RW)	1	1	$2,000	$2,000	$1,500
SOU 2003-187 (RW)	1	1	$1,000	$1,000	$700
SOU 2003-194 (RW)	1	1	$2,000	$2,000	$700
SOU 2004-11 (RW)	1	1	$1,000	$1,000	$700
SOU 2004-28 (RW)	1	2	$2,000	$2,000	$1,400
SOU 2004-44 (RW)	1	1	$1,000	$1,000	$700
SOU 2003-42 (SA)	6	6	$17,500	$17,500	$12,350
SOU 2003-43 (SA)	6	6	$15,000	$15,000	$10,475
SOU 2003-45 (SA)	1	1	$2,500	$2,500	$2,000
SOU 2003-63 (SA)	1	1	$2,500	$2,500	$1,750
SOU 2003-67 (SA)	1	1	$2,500	$2,500	$1,675
SOU 2003-68 (SA)	2	2	$5,000	$5,000	$3,475
SOU 2003-70 (SA)	5	5	$12,500	$12,500	$8,425
SOU 2003-71 (SA)	5	5	$15,000	$15,000	$10,300
SOU 2003-72 (SA)	6	6	$15,000	$15,000	$10,150
SOU 2003-73 (SA)	5	5	$15,000	$15,000	$10,100
SOU 2003-80 (SA)	2	2	$7,500	$7,500	$4,875
SOU 2003-82 (SA)	1	1	$5,000	$5,000	$3,500
SOU 2003-86 (SA)	1	1	$5,000	$5,000	$3,500
SOU 2003-87 (SA)	3	3	$10,000	$10,000	$7,000
SOU 2003-92 (SA)	4	4	$17,500	$17,500	$12,250
SOU 2003-96 (SA)	1	1	$2,500	$2,500	$1,750
SOU 2003-97 (SA)	3	3	$7,500	$7,500	$5,250
SOU 2003-130 (SA)	2	2	$7,500	$7,500	$5,175
SOU 2003-131 (SA)	2	2	$5,000	$5,000	$3,550
SOU 2003-134 (SA)	1	1	$2,500	$2,500	$1,725
SOU 2003-143 (SA)	4	4	$15,000	$15,000	$10,625
SOU 2003-145 (SA)	3	3	$7,500	$7,500	$5,100
SOU 2003-149 (SA)	4	4	$10,000	$10,000	$6,500
SOU 2003-150 (SA)	4	4	$10,000	$10,000	$6,500
SOU 2003-151 (SA)	4	4	$10,000	$10,000	$6,500
SOU 2003-152 (SA)	4	4	$10,000	$10,000	$6,500
SOU 2003-153 (SA)	6	6	$15,000	$15,000	$9,750
SOU 2003-154 (SA)	6	6	$15,000	$15,000	$9,750
SOU 2003-155 (SA)	6	6	$15,000	$15,000	$9,750
SOU 2003-160 (SA)	2	2	$7,500	$7,500	$5,250
SOU 2004-1 (SA)	3	3	$10,000	$10,000	$7,300
SOU 2004-16 (SA)	1	1	$2,500	$2,500	$1,875
SOU 2004-22 (SA)	5	5	$12,500	$12,500	$8,125
SOU 2004-43 (SA)	1	1	$2,500	$2,500	$1,750
SOU 2004-45 (SA)	5	5	$12,500	$12,500	$8,275
SOU 2004-48 (SA)	4	4	$12,500	$12,500	$9,025
SOU 2004-49 (SA)	3	3	$15,000	$15,000	$10,800
SOU 2004-52 (SA)	1	1	$2,500	$2,500	$2,000
SOU 2004-54 (SA)	1	1	$2,500	$2,500	$1,750
SOU 2004-60 (SA)	1	1	$5,000	$5,000	$3,750
SOU 2004-67 (SA)	7	7	$17,500	$17,500	$11,375
SOU 2003-39 (SI)	1	1	$5,000	$5,000	$4,000
SOU 2003-157 (SI)	4	4	$10,000	$10,000	$6,600
SOU 2003-170 (SI)	3	3	$3,000	$3,000	$2,400

SOU 2003-191 (SI)	1	1	$2,500	$2,500	$1,875
SOU 2004-3 (SI)	2	2	$7,500	$7,500	$5,875
SOU 2004-14 (SI)	1	1	$5,000	$5,000	$3,750
SOU 2003-41 (TS)	1	2	$6,000	$6,000	$4,200
SOU 2003-132 (TS)	1	1	$5,000	$5,000	$3,750
SOU 2003-163 (TS)	1	3	$12,500	$12,500	$7,700
SOU 2004-23 (TS)	1	1	$5,000	$5,000	$3,600
SOU 2004-42 (TS)	1	1	$5,000	$5,000	$3,750
SOU 2004-51 (TS)	1	1	$2,500	$2,500	$1,875
ST 2003-6 (AR)	4	4	$10,000	$10,000	$6,375
ST 2003-3 (FCS)	1	1	$2,500	$2,500	$1,800
ST 2003-4 (FCS)	1	1	$5,000	$2,500	$1,470
ST 2003-5 (HMT)	1	3	$22,500	$22,500	$15,525
ST 2003-7 (HMT)	1	1	$5,000	$5,000	$3,450
ST 2003-9 (LI)	1	1	$2,500	$2,500	$1,250
ST 2003-1 (SA)	2	2	$5,000	$2,500	$1,700
ST 2004-1 (SA)	1	1	$2,500	$2,500	$1,450
ST 2003-8 (SI)	1	1	$2,500	$2,500	$1,875
TASD 2004-1 (HMT)	1	1	$5,000	$5,000	$3,000
TASD 2002-3 (TS)	2	8	$25,000	$25,000	$14,500
TASD 2002-4 (TS)	1	2	$3,500	$3,500	$2,500
TASD 2003-1 (TS)	1	1	$5,000	$5,000	$3,500
TIBR 2003-1 (LI)	1	1	$8,500	$8,500	$5,100
TIIZ 2003-1 (HMT)	1	1	$7,500	$7,500	$4,500
TM 2003-2 (AD)	2	4	$15,000	$15,000	$9,750
TM 2002-4 (FCS)	1	1	$2,500	$2,500	$1,650
TM 2000-7 (GC)	2	4	$20,000	$20,000	$10,000
TM 2003-1 (TS)	2	2	$7,500	$7,500	$5,250
TM 2003-3 (TS)	1	1	$5,000	$5,000	$3,000
TM 2003-4 (TS)	2	2	$10,000	$10,000	$6,000
TM 2003-5 (TS)	2	2	$7,500	$7,500	$4,500
TMBL 2003-1 (AD)	2	2	$10,000	$10,000	$6,000
TNER 2003-1 (FCS)	1	1	$2,500	$2,500	$1,875
TNMR 2002-1 (HMT)	1	1	$7,500	$7,500	$4,000
TNMR 2003-1 (TS)	1	3	$6,000	$6,000	$3,600
TRC 2002-1 (AD)	2	2	$10,000	$10,000	$7,500
TRE 2002-1 (TS)	1	1	$2,500	$2,500	$1,875
TRRA 2003-1 (AD)	10	10	$27,500	$27,500	$17,875
TRRA 2002-2 (GC)	1	1	$2,500	$2,500	$1,400
TRRA 2003-4 (RW)	1	1	$5,000	$5,000	$3,000
TRRA 2002-3 (SI)	3	3	$4,500	$4,500	$2,550
TRRA 2003-3 (SI)	1	1	$1,000	$1,000	$500
TRRA 2004-1 (SI)	1	1	$5,000	$5,000	$2,800
UCRY 2003-1 (SA)	3	3	$7,500	$6,000	$6,000
UP 2003-51 (AD)	2	2	$5,000	$5,000	$3,800
UP 2003-207 (AD)	2	6	$30,000	$30,000	$23,000
UP 2003-219 (AD)	4	6	$22,500	$22,500	$16,500
UP 2003-386 (AD)	1	1	$2,500	$2,500	$1,500
UP 2003-123 (AR)	1	1	$2,500	$2,500	$1,625
UP 2003-133 (AR)	4	4	$10,000	$10,000	$5,500
UP 2003-204 (AR)	1	1	$2,500	$2,500	$1,625
UP 2003-314 (AR)	2	2	$5,000	$5,000	$3,875

UP 2003-365 (AR)	1	1	$2,500	$2,500	$1,625
UP 2003-366 (AR)	1	1	$2,500	$2,500	$2,000
UP 2003-52 (EQ)	1	1	$5,000	$5,000	$3,000
UP 2003-132 (EQ)	1	2	$2,000	$2,000	$1,300
UP 2003-139 (EQ)	1	1	$5,000	$5,000	$3,750
UP 2003-329 (EQ)	1	1	$2,500	$2,500	$1,750
UP 2003-344 (EQ)	1	1	$4,000	$4,000	$2,800
UP 2002-157 (FCS)	6	6	$20,000	$20,000	$14,400
UP 2002-188 (FCS)	2	2	$10,000	$10,000	$7,000
UP 2002-288 (FCS)	1	1	$10,000	$10,000	$6,500
UP 2002-305 (FCS)	7	7	$27,500	$27,500	$17,300
UP 2002-306 (FCS)	9	9	$30,000	$30,000	$20,700
UP 2002-316 (FCS)	1	1	$2,500	$2,500	$1,900
UP 2002-332 (FCS)	1	1	$2,500	$2,500	$1,900
UP 2002-335 (FCS)	1	1	$2,500	$2,500	$1,500
UP 2002-338 (FCS)	6	6	$17,500	$17,500	$12,400
UP 2002-339 (FCS)	12	12	$42,500	$42,500	$27,625
UP 2002-342 (FCS)	3	3	$10,000	$10,000	$6,900
UP 2002-343 (FCS)	1	1	$5,000	$5,000	$3,600
UP 2002-349 (FCS)	4	4	$10,000	$10,000	$6,500
UP 2003-43 (FCS)	4	4	$10,000	$10,000	$7,000
UP 2003-44 (FCS)	1	1	$2,500	$2,500	$1,500
UP 2003-72 (FCS)	3	3	$7,500	$7,500	$5,200
UP 2003-76 (FCS)	5	5	$17,500	$17,500	$11,500
UP 2003-80 (FCS)	1	1	$5,000	$5,000	$3,000
UP 2003-81 (FCS)	1	1	$5,000	$5,000	$3,500
UP 2003-86 (FCS)	3	3	$12,500	$12,500	$8,600
UP 2003-89 (FCS)	3	3	$15,000	$15,000	$11,000
UP 2003-94 (FCS)	1	1	$2,000	$2,000	$1,800
UP 2003-96 (FCS)	2	2	$5,000	$5,000	$3,250
UP 2003-97 (FCS)	6	6	$22,500	$22,500	$16,200
UP 2003-120 (FCS)	2	2	$5,000	$5,000	$3,000
UP 2003-131 (FCS)	1	1	$2,500	$2,500	$1,500
UP 2003-134 (FCS)	4	4	$12,500	$12,500	$8,750
UP 2003-137 (FCS)	7	7	$17,500	$17,500	$12,100
UP 2003-143 (FCS)	3	3	$15,000	$15,000	$10,000
UP 2003-144 (FCS)	5	5	$10,000	$10,000	$6,500
UP 2003-150 (FCS)	4	4	$12,500	$12,500	$8,800
UP 2003-178 (FCS)	8	8	$27,500	$27,500	$19,700
UP 2003-192 (FCS)	4	4	$12,500	$12,500	$9,000
UP 2003-199 (FCS)	4	4	$15,000	$15,000	$10,800
UP 2003-214 (FCS)	4	4	$12,500	$12,500	$9,000
UP 2003-233 (FCS)	2	2	$5,000	$5,000	$3,600
UP 2003-234 (FCS)	4	10	$25,000	$25,000	$18,300
UP 2003-236 (FCS)	2	2	$7,500	$7,500	$5,250
UP 2003-237 (FCS)	2	2	$5,000	$5,000	$3,600
UP 2003-240 (FCS)	1	1	$7,500	$7,500	$5,000
UP 2003-247 (FCS)	1	1	$2,500	$2,500	$1,500
UP 2003-250 (FCS)	1	1	$2,500	$2,500	$1,400
UP 2003-301 (FCS)	9	9	$25,000	$25,000	$16,500
UP 2003-308 (FCS)	5	5	$12,500	$12,500	$8,900
UP 2003-315 (FCS)	7	7	$30,000	$30,000	$18,500

UP 2003-334 (FCS)	2	2	$7,500	$7,500	$5,000
UP 2003-348 (FCS)	2	2	$7,500	$7,500	$5,100
UP 2003-351 (FCS)	6	6	$22,500	$22,500	$16,200
UP 2003-384 (FCS)	5	5	$22,500	$22,500	$15,400
UP 2004-6 (FCS)	1	1	$2,500	$2,500	$1,750
UP 2004-17 (FCS)	1	1	$5,000	$5,000	$3,200
UP 2004-23 (FCS)	6	6	$20,000	$20,000	$13,500
UP 2004-43 (FCS)	3	3	$10,000	$10,000	$6,800
UP 2004-45 (FCS)	1	1	$5,000	$5,000	$3,500
UP 2002-250 (GC)	1	1	$2,500	$5,000	$3,000
UP 2002-336 (GC)	1	1	$5,000	$5,000	$3,750
UP 2003-87 (GC)	2	2	$10,000	$10,000	$7,500
UP 2003-90 (GC)	1	1	$2,500	$2,500	$1,750
UP 2003-95 (GC)	1	1	$5,000	$5,000	$3,750
UP 2003-200 (GC)	1	1	$5,000	$5,000	$3,750
UP 2003-221 (GC)	1	1	$5,000	$5,000	$3,500
UP 2003-222 (GC)	2	2	$10,000	$10,000	$7,000
UP 2003-239 (GC)	3	3	$8,500	$8,500	$5,525
UP 2003-277 (GC)	1	1	$5,000	$5,000	$3,500
UP 2003-317 (GC)	1	1	$5,000	$5,000	$3,750
UP 2003-347 (GC)	2	2	$3,500	$3,500	$2,625
UP 2003-393 (GC)	1	1	$2,500	$2,500	$1,875
UP 2004-5 (GC)	1	1	$5,000	$5,000	$3,750
UP 2004-19 (GC)	2	2	$7,500	$5,000	$3,750
UP 2002-202 (HMT)	1	2	$10,000	$10,000	$7,500
UP 2002-218 (HMT)	2	16	$39,500	$39,500	$26,450
UP 2002-239 (HMT)	5	7	$38,000	$38,000	$27,535
UP 2002-284 (HMT)	3	5	$33,000	$33,000	$25,155
UP 2003-16 (HMT)	2	2	$11,000	$1,000	$900
UP 2003-40 (HMT)	1	1	$5,000	$5,000	$3,650
UP 2003-92 (HMT)	2	2	$9,000	$4,000	$2,800
UP 2003-93 (HMT)	3	3	$14,500	$14,500	$10,960
UP 2003-106 (HMT)	4	5	$33,500	$18,000	$13,675
UP 2003-112 (HMT)	4	3	$12,000	$12,000	$9,000
UP 2003-141 (HMT)	3	15	$80,000	$70,000	$52,990
UP 2003-147 (HMT)	5	6	$24,000	$24,000	$18,240
UP 2003-154 (HMT)	3	6	$41,000	$41,000	$29,250
UP 2003-155 (HMT)	3	3	$16,000	$16,000	$11,200
UP 2003-160 (HMT)	5	6	$45,000	$45,000	$31,500
UP 2003-163 (HMT)	2	2	$8,000	$8,000	$5,250
UP 2003-165 (HMT)	3	3	$19,500	$9,490	$7,250
UP 2003-171 (HMT)	1	1	$4,000	$4,000	$2,800
UP 2003-176 (HMT)	1	1	$2,000	$2,000	$1,300
UP 2003-183 (HMT)	1	1	$1,000	$1,000	$730
UP 2003-202 (HMT)	3	5	$30,500	$30,500	$22,755
UP 2003-211 (HMT)	1	1	$2,500	$2,500	$1,625
UP 2003-231 (HMT)	4	6	$21,000	$21,000	$14,820
UP 2003-248 (HMT)	2	6	$36,000	$36,000	$27,000
UP 2003-255 (HMT)	2	2	$8,500	$8,500	$5,100
UP 2003-264 (HMT)	2	2	$10,000	$10,000	$6,500
UP 2003-279 (HMT)	1	3	$22,500	$22,500	$15,000
UP 2003-297 (HMT)	1	1	$5,000	$5,000	$3,250

UP 2003-306 (HMT)	1	1	$5,000	$5,000	$3,250
UP 2003-325 (HMT)	1	1	$1,000	$1,000	$750
UP 2003-353 (HMT)	3	5	$25,500	$25,500	$18,050
UP 2003-368 (HMT)	1	1	$1,000	$1,000	$750
UP 2003-379 (HMT)	1	1	$10,000	$10,000	$6,500
UP 2003-391 (HMT)	1	5	$37,500	$37,500	$26,250
UP 2004-3 (HMT)	1	1	$2,000	$2,000	$1,500
UP 2003-32 (HS)	2	5	$2,500	$2,500	$2,500
UP 2003-78 (HS)	1	1	$1,000	$1,000	$750
UP 2003-124 (HS)	3	5	$5,000	$5,000	$3,500
UP 2003-181 (HS)	2	2	$2,000	$2,000	$1,500
UP 2003-205 (HS)	1	1	$1,000	$1,000	$700
UP 2003-290 (HS)	1	1	$1,000	$1,000	$700
UP 2003-324 (HS)	1	1	$1,000	$1,000	$750
UP 2003-358 (HS)	1	1	$1,000	$1,000	$750
UP 2003-31 (HSR)	2	6	$6,000	$6,000	$4,200
UP 2003-70 (HSR)	1	1	$1,000	$1,000	$750
UP 2003-102 (HSR)	3	4	$7,000	$4,000	$2,600
UP 2003-182 (HSR)	1	1	$1,000	$1,000	$700
UP 2002-134 (LI)	5	5	$21,000	$21,000	$14,020
UP 2002-231 (LI)	8	8	$38,500	$38,500	$25,925
UP 2003-22 (LI)	8	14	$26,500	$25,500	$18,080
UP 2003-38 (LI)	1	1	$5,000	$5,000	$3,000
UP 2003-50 (LI)	5	5	$15,500	$15,500	$10,750
UP 2003-53 (LI)	8	19	$62,000	$62,000	$42,095
UP 2003-69 (LI)	12	22	$69,500	$61,500	$39,045
UP 2003-109 (LI)	4	4	$17,500	$17,500	$12,275
UP 2003-118 (LI)	3	3	$5,500	$5,500	$3,830
UP 2003-121 (LI)	1	1	$2,500	$2,500	$1,950
UP 2003-138 (LI)	8	8	$23,500	$21,500	$15,710
UP 2003-190 (LI)	6	6	$10,500	$10,500	$7,350
UP 2003-253 (LI)	13	13	$44,000	$44,000	$31,505
UP 2003-256 (LI)	17	23	$68,000	$65,000	$46,850
UP 2003-269 (LI)	3	3	$4,500	$4,500	$3,100
UP 2003-270 (LI)	6	6	$17,500	$17,500	$12,650
UP 2003-271 (LI)	6	6	$16,500	$14,000	$10,300
UP 2003-272 (LI)	5	5	$25,500	$25,000	$17,500
UP 2003-273 (LI)	3	3	$12,500	$10,000	$7,250
UP 2003-274 (LI)	4	4	$13,500	$13,500	$7,850
UP 2003-275 (LI)	1	1	$1,000	$1,000	$660
UP 2003-280 (LI)	9	10	$39,500	$37,000	$27,250
UP 2003-281 (LI)	10	9	$44,000	$44,000	$28,500
UP 2003-289 (LI)	6	6	$12,000	$9,500	$7,085
UP 2003-309 (LI)	1	1	$5,000	$5,000	$3,750
UP 2003-321 (LI)	4	4	$9,000	$9,000	$6,670
UP 2003-330 (LI)	2	2	$11,000	$11,000	$8,150
UP 2003-341 (LI)	1	1	$1,000	$1,000	$650
UP 2003-373 (LI)	4	4	$14,000	$14,000	$10,250
UP 2003-381 (LI)	3	3	$15,000	$15,000	$11,250
UP 2003-382 (LI)	1	5	$12,500	$2,500	$1,875
UP 2003-387 (LI)	1	1	$6,500	$6,500	$4,550
UP 2003-389 (LI)	1	1	$2,000	$2,000	$1,500

UP 2003-395 (LI)	7	7	$21,500	$21,500	$15,500
UP 2004-11 (LI)	4	4	$5,500	$5,500	$4,065
UP 2003-312 (REM)	1	1	$5,000	$5,000	$3,750
UP 2002-309 (ROP)	1	1	$5,000	$5,000	$3,500
UP 2002-348 (ROP)	3	11	$15,000	$15,000	$11,250
UP 2003-42 (ROP)	2	2	$10,000	$10,000	$7,750
UP 2003-85 (ROP)	1	1	$5,000	$5,000	$4,000
UP 2003-101 (ROP)	1	1	$5,000	$5,000	$4,000
UP 2003-122 (ROP)	1	1	$5,000	$5,000	$3,750
UP 2003-135 (ROP)	1	1	$7,500	$7,500	$6,000
UP 2003-177 (ROP)	3	3	$9,000	$9,000	$6,750
UP 2003-213 (ROP)	1	1	$5,000	$5,000	$3,750
UP 2003-243 (ROP)	1	1	$2,500	$2,500	$1,875
UP 2003-246 (ROP)	1	1	$5,000	$5,000	$3,750
UP 2003-288 (ROP)	1	1	$5,000	$5,000	$3,750
UP 2003-310 (ROP)	4	5	$22,000	$20,000	$15,000
UP 2003-352 (ROP)	3	3	$12,000	$12,000	$9,000
UP 2003-374 (ROP)	1	1	$2,000	$2,000	$1,400
UP 2002-282 (RSP)	1	1	$1,000	$1,000	$700
UP 2002-347 (RSP)	1	1	$5,000	$5,000	$3,500
UP 2003-68 (RSP)	6	11	$26,000	$26,000	$18,450
UP 2003-79 (RSP)	1	1	$5,000	$5,000	$3,750
UP 2003-83 (RSP)	1	1	$5,000	$5,000	$3,750
UP 2003-125 (RSP)	1	1	$5,000	$5,000	$3,250
UP 2003-157 (RSP)	1	1	$1,000	$1,000	$700
UP 2003-184 (RSP)	2	2	$6,000	$6,000	$4,500
UP 2003-206 (RSP)	2	2	$6,000	$6,000	$4,150
UP 2003-227 (RSP)	2	3	$7,000	$7,000	$5,250
UP 2003-254 (RSP)	2	2	$6,000	$6,000	$4,450
UP 2003-283 (RSP)	4	4	$4,000	$4,000	$2,800
UP 2003-349 (RSP)	1	5	$5,000	$5,000	$3,500
UP 2003-357 (RSP)	1	2	$10,000	$10,000	$7,500
UP 2004-39 (RSP)	1	1	$5,000	$5,000	$3,750
UP 2002-280 (RW)	1	1	$3,000	$3,000	$2,340
UP 2002-297 (RW)	1	1	$3,000	$3,000	$2,340
UP 2002-333 (RW)	1	1	$1,000	$1,000	$730
UP 2002-337 (RW)	1	1	$3,000	$3,000	$2,340
UP 2002-346 (RW)	1	1	$3,000	$3,000	$2,340
UP 2003-14 (RW)	2	2	$4,000	$4,000	$2,980
UP 2003-23 (RW)	4	4	$4,000	$4,000	$2,860
UP 2003-25 (RW)	1	1	$1,000	$1,000	$730
UP 2003-30 (RW)	3	5	$14,000	$11,000	$8,280
UP 2003-55 (RW)	2	2	$4,000	$1,000	$730
UP 2003-71 (RW)	4	4	$8,000	$8,000	$5,910
UP 2003-75 (RW)	2	2	$3,000	$3,000	$2,230
UP 2003-119 (RW)	1	1	$1,000	$1,000	$730
UP 2003-191 (RW)	1	2	$5,000	$5,000	$3,500
UP 2003-208 (RW)	1	1	$1,000	$1,000	$730
UP 2003-229 (RW)	1	1	$1,000	$1,000	$700
UP 2003-235 (RW)	1	1	$1,000	$1,000	$730
UP 2003-251 (RW)	1	1	$3,000	$3,000	$2,190
UP 2003-266 (RW)	5	5	$9,000	$9,000	$6,590

UP 2003-298 (RW)	2	2	$2,000	$2,000	$1,460
UP 2003-399 (RW)	2	2	$2,000	$2,000	$1,460
UP 2002-265 (SA)	5	5	$15,000	$15,000	$10,000
UP 2002-312 (SA)	4	4	$10,000	$10,000	$6,500
UP 2002-321 (SA)	1	1	$5,000	$5,000	$3,200
UP 2002-327 (SA)	6	6	$25,000	$22,500	$15,500
UP 2002-334 (SA)	1	1	$2,500	$2,500	$1,700
UP 2002-344 (SA)	1	1	$5,000	$5,000	$4,000
UP 2002-345 (SA)	1	1	$2,500	$2,500	$1,200
UP 2003-19 (SA)	7	7	$22,500	$22,500	$15,750
UP 2003-34 (SA)	4	6	$20,000	$20,000	$12,600
UP 2003-35 (SA)	4	6	$17,500	$17,500	$12,250
UP 2003-39 (SA)	2	2	$5,000	$5,000	$3,800
UP 2003-45 (SA)	1	1	$2,500	$2,500	$2,000
UP 2003-46 (SA)	1	1	$2,500	$2,500	$2,000
UP 2003-49 (SA)	2	2	$7,500	$7,500	$5,800
UP 2003-64 (SA)	5	5	$15,000	$15,000	$10,800
UP 2003-65 (SA)	4	4	$15,000	$15,000	$10,800
UP 2003-66 (SA)	5	5	$25,000	$22,500	$16,200
UP 2003-67 (SA)	4	4	$10,000	$10,000	$6,500
UP 2003-84 (SA)	5	5	$17,500	$17,500	$12,600
UP 2003-100 (SA)	6	6	$17,500	$17,500	$11,200
UP 2003-107 (SA)	4	4	$10,000	$10,000	$6,800
UP 2003-113 (SA)	6	6	$22,500	$20,000	$12,600
UP 2003-114 (SA)	4	4	$17,500	$17,500	$12,250
UP 2003-127 (SA)	4	4	$15,000	$15,000	$10,300
UP 2003-128 (SA)	3	3	$12,500	$12,500	$9,000
UP 2003-140 (SA)	5	5	$12,500	$12,500	$9,200
UP 2003-142 (SA)	4	4	$12,500	$12,500	$9,000
UP 2003-151 (SA)	4	5	$15,000	$15,000	$10,500
UP 2003-152 (SA)	5	5	$17,500	$17,500	$12,250
UP 2003-156 (SA)	5	5	$12,500	$12,500	$9,000
UP 2003-161 (SA)	6	9	$32,500	$32,500	$18,000
UP 2003-162 (SA)	7	7	$25,000	$25,000	$18,500
UP 2003-164 (SA)	1	1	$5,000	$5,000	$3,250
UP 2003-166 (SA)	5	5	$12,500	$12,500	$9,375
UP 2003-167 (SA)	6	6	$30,000	$30,000	$21,000
UP 2003-169 (SA)	6	6	$20,000	$20,000	$13,500
UP 2003-175 (SA)	1	1	$2,500	$2,500	$1,875
UP 2003-179 (SA)	6	6	$15,000	$15,000	$9,750
UP 2003-180 (SA)	6	6	$17,500	$17,500	$12,500
UP 2003-186 (SA)	5	5	$25,000	$16,500	$16,500
UP 2003-187 (SA)	5	5	$12,500	$12,500	$8,750
UP 2003-188 (SA)	5	5	$12,500	$12,500	$8,750
UP 2003-197 (SA)	2	2	$5,000	$5,000	$3,750
UP 2003-212 (SA)	6	6	$15,000	$15,000	$10,000
UP 2003-226 (SA)	1	1	$5,000	$5,000	$3,750
UP 2003-241 (SA)	5	5	$22,500	$22,500	$14,800
UP 2003-242 (SA)	5	5	$15,000	$15,000	$11,000
UP 2003-244 (SA)	5	5	$17,500	$17,500	$11,500
UP 2003-252 (SA)	1	1	$2,500	$2,500	$1,500
UP 2003-257 (SA)	1	1	$2,500	$2,500	$1,950

UP 2003-259 (SA)	3	3	$22,500	$22,500	$17,550
UP 2003-260 (SA)	3	3	$10,000	$10,000	$5,900
UP 2003-261 (SA)	3	3	$12,500	$12,500	$7,850
UP 2003-278 (SA)	1	1	$5,000	$5,000	$3,900
UP 2003-282 (SA)	4	4	$10,000	$10,000	$5,625
UP 2003-284 (SA)	2	2	$5,000	$5,000	$3,750
UP 2003-285 (SA)	3	3	$7,500	$7,500	$5,650
UP 2003-287 (SA)	2	2	$7,500	$7,500	$5,500
UP 2003-294 (SA)	2	2	$3,500	$3,500	$2,730
UP 2003-296 (SA)	2	2	$10,000	$10,000	$7,000
UP 2003-300 (SA)	3	3	$7,500	$7,500	$5,625
UP 2003-302 (SA)	3	3	$7,500	$7,500	$4,925
UP 2003-303 (SA)	3	3	$7,500	$7,500	$5,000
UP 2003-304 (SA)	3	3	$7,500	$7,500	$5,250
UP 2003-313 (SA)	7	7	$17,500	$17,500	$12,500
UP 2003-319 (SA)	3	3	$10,000	$10,000	$6,825
UP 2003-320 (SA)	4	4	$10,000	$10,000	$7,275
UP 2003-323 (SA)	7	7	$22,500	$22,500	$16,875
UP 2003-326 (SA)	4	4	$15,000	$15,000	$11,200
UP 2003-337 (SA)	5	5	$15,000	$15,000	$9,500
UP 2003-343 (SA)	1	1	$2,500	$2,500	$1,600
UP 2003-345 (SA)	5	5	$12,500	$12,500	$8,925
UP 2003-354 (SA)	1	1	$2,500	$2,500	$1,750
UP 2003-359 (SA)	1	1	$2,500	$2,500	$1,950
UP 2003-364 (SA)	2	2	$7,500	$7,500	$5,625
UP 2003-369 (SA)	3	3	$10,000	$10,000	$7,800
UP 2003-371 (SA)	2	2	$5,000	$5,000	$3,775
UP 2003-375 (SA)	1	1	$5,000	$5,000	$3,650
UP 2003-376 (SA)	4	4	$15,000	$15,000	$11,300
UP 2003-377 (SA)	3	3	$7,500	$7,500	$4,900
UP 2004-1 (SA)	1	1	$5,000	$5,000	$3,900
UP 2004-9 (SA)	3	3	$15,000	$15,000	$11,700
UP 2004-13 (SA)	4	4	$10,000	$10,000	$6,925
UP 2004-22 (SA)	4	4	$10,000	$10,000	$7,600
UP 2004-24 (SA)	1	1	$2,500	$2,500	$1,750
UP 2004-37 (SA)	1	1	$2,500	$2,500	$1,625
UP 2002-320 (SI)	3	3	$3,000	$0	$0
UP 2003-47 (SI)	2	2	$5,000	$5,000	$3,000
UP 2003-77 (SI)	1	1	$5,000	$5,000	$4,000
UP 2003-98 (SI)	2	2	$3,500	$3,500	$2,625
UP 2003-136 (SI)	2	2	$2,000	$2,000	$1,500
UP 2003-201 (SI)	2	2	$6,000	$6,000	$3,750
UP 2003-223 (SI)	1	1	$5,000	$5,000	$3,000
UP 2003-232 (SI)	1	1	$1,000	$1,000	$750
UP 2003-238 (SI)	2	2	$10,000	$10,000	$7,500
UP 2003-311 (SI)	1	1	$2,500	$2,500	$1,875
UP 2003-316 (SI)	1	1	$1,000	$1,000	$750
UP 2003-333 (SI)	1	1	$5,000	$5,000	$3,750
UP 2003-383 (SI)	3	3	$12,500	$10,000	$7,500
UP 2003-394 (SI)	1	1	$1,000	$1,000	$700
UP 2004-7 (SI)	1	1	$5,000	$5,000	$3,750
UP 2004-34 (SI)	2	2	$5,000	$7,500	$5,625

UP 2002-211 (TS)	5	6	$17,500	$17,500	$11,375
UP 2002-253 (TS)	6	17	$42,000	$42,000	$29,400
UP 2002-279 (TS)	6	23	$30,000	$27,500	$20,525
UP 2002-304 (TS)	1	2	$5,000	$5,000	$3,750
UP 2002-315 (TS)	1	5	$12,500	$12,500	$8,125
UP 2002-319 (TS)	1	1	$5,000	$5,000	$3,500
UP 2002-324 (TS)	2	13	$14,500	$14,500	$9,500
UP 2002-330 (TS)	3	7	$16,500	$16,500	$11,550
UP 2003-8 (TS)	1	2	$10,000	$10,000	$6,500
UP 2003-13 (TS)	5	36	$224,500	$224,500	$157,150
UP 2003-27 (TS)	4	8	$30,000	$30,000	$21,000
UP 2003-28 (TS)	2	4	$12,500	$12,500	$8,750
UP 2003-41 (TS)	1	1	$5,000	$5,000	$3,500
UP 2003-48 (TS)	2	7	$28,500	$26,000	$15,750
UP 2003-56 (TS)	2	18	$33,000	$33,000	$22,700
UP 2003-57 (TS)	2	2	$10,000	$10,000	$7,000
UP 2003-58 (TS)	3	7	$17,500	$17,500	$12,250
UP 2003-59 (TS)	3	12	$17,500	$17,500	$11,250
UP 2003-60 (TS)	3	3	$8,500	$3,500	$2,625
UP 2003-61 (TS)	4	9	$32,500	$32,500	$20,375
UP 2003-62 (TS)	4	8	$33,500	$33,500	$19,450
UP 2003-63 (TS)	5	9	$16,500	$15,500	$11,525
UP 2003-73 (TS)	1	6	$30,000	$30,000	$22,500
UP 2003-74 (TS)	1	1	$2,500	$2,500	$1,625
UP 2003-82 (TS)	2	3	$7,000	$7,000	$4,900
UP 2003-88 (TS)	3	5	$8,000	$5,500	$4,125
UP 2003-91 (TS)	2	5	$17,000	$17,000	$12,750
UP 2003-99 (TS)	5	11	$23,000	$23,000	$15,750
UP 2003-103 (TS)	5	6	$10,500	$8,000	$5,600
UP 2003-104 (TS)	1	3	$3,000	$3,000	$2,100
UP 2003-105 (TS)	4	6	$14,500	$9,500	$6,000
UP 2003-110 (TS)	4	5	$15,000	$15,000	$10,000
UP 2003-115 (TS)	1	1	$5,000	$5,000	$3,750
UP 2003-117 (TS)	1	1	$2,500	$2,500	$1,875
UP 2003-126 (TS)	2	2	$5,000	$5,000	$3,750
UP 2003-129 (TS)	1	6	$6,000	$6,000	$4,500
UP 2003-146 (TS)	1	2	$10,000	$10,000	$6,500
UP 2003-148 (TS)	1	4	$20,000	$20,000	$13,000
UP 2003-153 (TS)	2	3	$4,500	$4,500	$2,925
UP 2003-158 (TS)	4	5	$12,000	$12,000	$8,400
UP 2003-159 (TS)	2	6	$28,500	$28,500	$20,000
UP 2003-170 (TS)	2	3	$10,000	$10,000	$7,000
UP 2003-172 (TS)	5	13	$32,500	$32,500	$23,125
UP 2003-173 (TS)	5	10	$20,000	$17,500	$11,750
UP 2003-174 (TS)	1	1	$2,500	$2,500	$1,750
UP 2003-185 (TS)	1	1	$2,500	$2,500	$1,625
UP 2003-193 (TS)	1	4	$6,000	$6,000	$4,400
UP 2003-195 (TS)	5	32	$90,000	$90,000	$67,500
UP 2003-196 (TS)	5	12	$39,500	$37,000	$27,650
UP 2003-198 (TS)	1	4	$4,000	$4,000	$2,800
UP 2003-203 (TS)	2	16	$40,000	$0	$0
UP 2003-228 (TS)	1	1	$5,000	$5,000	$3,250

UP 2003-245 (TS)	4	11	$45,000	$55,000	$39,600
UP 2003-258 (TS)	7	9	$9,000	$9,000	$6,250
UP 2003-262 (TS)	1	1	$2,500	$0	$0
UP 2003-265 (TS)	1	3	$7,500	$7,500	$5,125
UP 2003-267 (TS)	1	1	$1,000	$1,000	$700
UP 2003-292 (TS)	3	3	$7,000	$7,000	$4,900
UP 2003-293 (TS)	3	3	$7,500	$7,500	$5,250
UP 2003-295 (TS)	1	1	$5,000	$5,000	$3,500
UP 2003-305 (TS)	1	1	$5,000	$5,000	$3,600
UP 2003-327 (TS)	1	1	$2,500	$2,500	$1,875
UP 2003-332 (TS)	3	9	$15,000	$15,000	$10,500
UP 2003-335 (TS)	3	74	$207,500	$207,500	$157,700
UP 2003-336 (TS)	3	6	$17,500	$17,500	$14,000
UP 2003-340 (TS)	2	2	$10,000	$10,000	$7,250
UP 2003-355 (TS)	6	7	$19,000	$14,000	$9,900
UP 2003-356 (TS)	5	5	$10,500	$10,500	$7,475
UP 2003-362 (TS)	2	2	$5,000	$5,000	$3,250
USKS 1999-1 (ROR)	1	1	$2,500	$0	$0
UTAH 2002-1 (FCS)	1	1	$7,500	$2,500	$2,000
UTAH 2002-2 (FCS)	1	1	$5,000	$5,000	$3,750
UTAH 2003-2 (FCS)	1	1	$2,500	$2,500	$2,000
UTAH 2002-3 (SA)	1	1	$2,500	$2,500	$2,500
UTAH 2003-1 (SA)	1	1	$2,500	$2,500	$1,750
UTAX 2003-1 (RW)	1	1	$1,000	$20,000	$16,000
UTAX 2003-2 (TS)	1	4	$20,000	$1,000	$800
VTR 2002-1 (LI)	1	1	$1,500	$1,500	$1,000
WE 2002-8 (AR)	1	5	$12,500	$12,500	$6,875
WE 2003-1 (FCS)	2	2	$5,000	$5,000	$2,500
WE 2003-2 (FCS)	1	1	$2,500	$2,500	$1,500
WE 2002-9 (HMT)	1	2	$4,000	$4,000	$2,500
WSOR 2003-2 (TS)	1	1	$5,000	$5,000	$3,500
WTJR 2003-2 (EQ)	1	1	$5,000	$5,000	$3,000
WTJR 2003-1 (SA)	1	1	$2,500	$2,500	$2,500
YKR 2001-1 (LI)	1	1	$2,500	$2,500	$1,875
YW 2003-1 (GC)	1	1	$2,500	$2,500	$2,000
Totals:			**$14,133,498**	**$13,573,390**	**$9,025,645**

FY2005 Info

FRA No.	# of Reports	# of Violations	Assessed Amount	PRCA Amount	Settlement Amount
AGC 2004-1 (RW)	1	1	$1,000	$1,000	$1,000
AGCR 2004-1 (SA)	1	1	$2,500	$2,500	$2,500
ALS 2005-1 (EQ)	1	1	$1,000	$0	$0
APA 2003-1 (SA)	1	1	$5,000	$5,000	$2,500
ARR 2004-2 (TS)	3	9	$41,000	$41,000	$27,000
ARR 2005-1 (TS)	1	1	$2,500	$2,500	$2,500
ATK 2004-41 (AD)	1	1	$1,000	$1,000	$750
ATK 2005-14 (AD)	1	1	$2,500	$2,500	$1,700
ATK 2004-22 (AR)	1	1	$2,500	$2,500	$1,875
ATK 2004-29 (AR)	3	3	$7,500	$7,500	$5,250
ATK 2004-38 (AR)	4	4	$10,000	$10,000	$7,000
ATK 2004-42 (EQ)	1	1	$5,000	$5,000	$3,750
ATK 2004-25 (GC)	1	1	$5,000	$5,000	$3,750
ATK 2005-18 (GC)	1	1	$5,000	$5,000	$3,750
ATK 2005-12 (GS)	1	1	$2,500	$2,500	$1,875
ATK 2004-24 (HS)	1	1	$1,000	$1,000	$650
ATK 2004-34 (HS)	2	2	$2,000	$2,000	$1,500
ATK 2005-19 (HS)	1	2	$2,000	$2,000	$1,300
ATK 2004-18 (HSR)	1	1	$1,000	$1,000	$650
ATK 2004-35 (HSR)	1	1	$1,000	$1,000	$650
ATK 2004-39 (HSR)	2	2	$2,000	$2,000	$1,400
ATK 2004-12 (LI)	5	5	$11,500	$11,500	$8,750
ATK 2004-21 (LI)	1	1	$5,000	$5,000	$3,750
ATK 2004-37 (LI)	2	2	$5,000	$5,000	$3,800
ATK 2005-8 (LI)	1	1	$2,500	$2,500	$1,825
ATK 2004-23 (PEP)	2	2	$5,000	$5,000	$3,500
ATK 2003-14 (PEQ)	4	4	$10,000	$10,000	$7,000
ATK 2003-24 (PEQ)	8	8	$15,500	$15,500	$9,700
ATK 2004-5 (PEQ)	1	1	$2,500	$2,500	$1,875
ATK 2004-33 (PEQ)	2	2	$5,000	$5,000	$3,500
ATK 2005-11 (PEQ)	4	4	$15,000	$15,000	$10,250
ATK 2005-2 (REM)	1	1	$5,000	$5,000	$3,750
ATK 2004-27 (ROP)	2	2	$7,000	$7,000	$5,250
ATK 2004-36 (ROP)	1	1	$5,000	$5,000	$3,500
ATK 2005-5 (ROP)	2	2	$10,000	$0	$0
ATK 2005-7 (ROP)	1	1	$5,000	$5,000	$3,500
ATK 2005-10 (ROP)	1	1	$5,000	$5,000	$3,250
ATK 2004-28 (RSP)	1	2	$3,500	$3,500	$2,450
ATK 2005-4 (RSP)	1	1	$5,000	$5,000	$3,500
ATK 2005-6 (RSP)	1	1	$5,000	$5,000	$3,750
ATK 2004-15 (RW)	1	1	$5,000	$0	$0
ATK 2004-30 (RW)	1	1	$1,000	$1,000	$750
ATK 2004-32 (RW)	1	1	$1,000	$1,000	$800
ATK 2005-9 (RW)	1	1	$3,000	$3,000	$2,340

ATK 2004-20 (SA)	1	1	$2,500	$2,500	$1,875
ATK 2005-13 (SA)	2	2	$7,500	$7,500	$5,625
ATK 2004-2 (SI)	7	7	$7,000	$7,000	$5,460
ATK 2004-31 (SI)	1	1	$5,000	$5,000	$4,000
ATK 2004-40 (SI)	1	1	$5,000	$5,000	$3,750
ATK 2005-1 (SI)	1	1	$1,000	$1,000	$780
AUAR 2005-1 (SA)	2	2	$5,000	$5,000	$3,000
AZER 2002-1 (AD)	1	1	$2,500	$2,500	$2,000
AZER 2002-2 (TS)	1	2	$7,500	$7,500	$6,000
AZER 2002-3 (TS)	2	2	$7,500	$7,500	$6,000
AZER 2004-1 (TS)	1	5	$16,000	$16,000	$12,000
BBI 2003-1 (GC)	1	1	$5,000	$5,000	$5,000
BHWY 2005-1 (EQ)	1	1	$5,000	$0	$0
BLE 2003-1 (FCS)	1	1	$5,000	$5,000	$3,250
BM 2005-1 (TS)	1	1	$1,000	$1,000	$690
BNSF 2004-26 (AD)	1	2	$5,000	$5,000	$3,000
BNSF 2005-3 (AD)	1	2	$10,000	$10,000	$6,000
BNSF 2003-173 (AF	5	5	$12,500	$12,500	$7,000
BNSF 2004-31 (AR)	2	2	$5,000	$5,000	$3,000
BNSF 2004-38 (AR)	1	1	$2,500	$0	$0
BNSF 2004-59 (AR)	1	1	$2,500	$2,500	$1,625
BNSF 2004-87 (AR)	5	5	$15,000	$15,000	$9,000
BNSF 2004-102 (AF	5	5	$12,500	$12,500	$8,125
BNSF 2004-149 (AF	1	1	$2,500	$2,500	$1,250
BNSF 2004-131 (EF	3	3	$6,000	$6,000	$4,200
BNSF 2003-16 (EQ)	3	3	$12,000	$12,000	$7,800
BNSF 2003-96 (EQ)	1	1	$2,500	$2,500	$1,500
BNSF 2003-125 (EC	2	2	$5,000	$5,000	$3,200
BNSF 2003-241 (EC	1	1	$5,000	$5,000	$2,750
BNSF 2004-152 (EC	2	2	$2,000	$2,000	$1,400
BNSF 2003-237 (FC	1	1	$2,500	$2,500	$1,625
BNSF 2004-15 (FCS	8	8	$20,000	$20,000	$12,800
BNSF 2004-22 (FCS	1	1	$2,500	$2,500	$1,750
BNSF 2004-35 (FCS	2	2	$5,000	$5,000	$4,000
BNSF 2004-52 (FCS	1	1	$2,500	$2,500	$1,625
BNSF 2004-74 (FCS	1	1	$2,500	$2,500	$1,625
BNSF 2004-76 (FCS	1	1	$2,500	$2,500	$1,625
BNSF 2004-93 (FCS	1	1	$2,500	$2,500	$1,625
BNSF 2004-112 (FC	1	1	$2,500	$2,500	$1,625
BNSF 2004-115 (FC	1	1	$2,500	$2,500	$1,625
BNSF 2004-127 (FC	1	1	$2,500	$2,500	$1,625
BNSF 2004-132 (FC	1	1	$2,500	$2,500	$1,600
BNSF 2004-143 (FC	2	2	$10,000	$10,000	$6,500
BNSF 2004-161 (FC	2	2	$5,000	$5,000	$3,250
BNSF 2004-164 (FC	8	8	$20,000	$20,000	$13,000
BNSF 2004-171 (FC	3	3	$7,500	$7,500	$4,875
BNSF 2004-174 (FC	1	1	$2,500	$2,500	$1,625
BNSF 2004-178 (FC	3	3	$10,000	$10,000	$6,500
BNSF 2004-188 (FC	1	1	$2,500	$2,500	$2,000
BNSF 2005-45 (FCS	2	2	$5,000	$5,000	$3,250
BNSF 2004-9 (GC)	1	1	$5,000	$5,000	$3,250
BNSF 2004-47 (GC)	1	1	$5,000	$5,000	$3,500

BNSF 2004-89 (GC)	1	1	$2,500	$2,500	$1,500
BNSF 2004-177 (GC	1	1	$5,000	$5,000	$3,250
BNSF 2004-206 (GC	1	1	$5,000	$5,000	$3,500
BNSF 2005-4 (GC)	1	1	$5,000	$5,000	$3,500
BNSF 2005-11 (GC)	4	4	$17,500	$17,500	$11,375
BNSF 2005-54 (GC)	1	1	$5,000	$5,000	$3,250
BNSF 2003-245 (HM	1	3	$22,500	$6,000	$4,800
BNSF 2003-249 (HM	1	1	$2,500	$2,500	$1,500
BNSF 2003-251 (HM	1	1	$5,000	$5,000	$3,250
BNSF 2004-49 (HMT	1	1	$5,000	$5,000	$3,250
BNSF 2004-53 (HMT	1	1	$2,000	$2,000	$1,200
BNSF 2004-55 (HMT	1	1	$6,000	$6,000	$4,200
BNSF 2004-61 (HMT	1	6	$12,000	$12,000	$7,800
BNSF 2004-62 (HMT	1	1	$1,000	$1,000	$600
BNSF 2004-63 (HMT	1	1	$2,000	$2,000	$1,200
BNSF 2004-67 (HMT	1	1	$6,000	$6,000	$3,900
BNSF 2004-68 (HMT	1	1	$6,000	$6,000	$3,600
BNSF 2004-69 (HMT	1	2	$10,000	$4,000	$3,200
BNSF 2004-84 (HMT	1	1	$1,000	$1,000	$650
BNSF 2004-85 (HMT	1	1	$6,000	$6,000	$3,600
BNSF 2004-86 (HMT	1	1	$6,000	$6,000	$3,600
BNSF 2004-105 (HM	1	2	$14,000	$14,000	$9,100
BNSF 2004-106 (HM	1	1	$5,000	$5,000	$3,250
BNSF 2004-107 (HM	1	1	$3,000	$3,000	$2,100
BNSF 2004-108 (HM	1	1	$2,500	$2,500	$1,500
BNSF 2004-109 (HM	1	1	$2,500	$2,500	$1,500
BNSF 2004-121 (HM	1	1	$2,000	$2,000	$1,300
BNSF 2004-134 (HM	1	2	$20,000	$20,000	$13,700
BNSF 2004-137 (HM	1	1	$5,000	$5,000	$3,250
BNSF 2004-146 (HM	1	3	$6,000	$6,000	$3,900
BNSF 2004-147 (HM	1	1	$1,000	$1,000	$650
BNSF 2004-166 (HM	1	3	$6,000	$6,000	$3,900
BNSF 2004-180 (HM	1	2	$4,000	$4,000	$2,800
BNSF 2004-181 (HM	1	1	$5,000	$5,000	$3,000
BNSF 2004-183 (HM	1	1	$5,000	$5,000	$3,500
BNSF 2004-184 (HM	1	1	$7,500	$7,500	$5,250
BNSF 2004-200 (HM	1	2	$15,000	$15,000	$12,000
BNSF 2005-5 (HMT	1	2	$10,000	$10,000	$6,000
BNSF 2005-6 (HMT	1	2	$4,000	$4,000	$3,200
BNSF 2005-7 (HMT	1	2	$12,000	$12,000	$7,200
BNSF 2005-9 (HMT	1	2	$7,500	$7,500	$5,250
BNSF 2004-30 (HS)	2	4	$4,000	$4,000	$2,600
BNSF 2004-43 (HS)	1	2	$2,000	$2,000	$1,200
BNSF 2004-70 (HS)	1	2	$2,000	$2,000	$1,300
BNSF 2004-120 (HS	1	2	$2,000	$2,000	$1,200
BNSF 2004-157 (HS	1	1	$1,000	$1,000	$650
BNSF 2004-158 (HS	2	2	$2,000	$2,000	$1,200
BNSF 2004-175 (HS	2	6	$6,000	$6,000	$3,600
BNSF 2004-196 (HS	2	3	$3,000	$3,000	$1,800
BNSF 2005-27 (HS)	1	1	$1,000	$1,000	$600
BNSF 2004-33 (HSF	1	1	$1,000	$1,000	$600
BNSF 2004-71 (HSF	4	4	$4,000	$4,000	$2,400

BNSF 2004-88 (HSF	3	8	$8,000	$8,000	$5,200
BNSF 2004-162 (HS	1	1	$1,000	$1,000	$600
BNSF 2004-199 (HS	1	1	$1,000	$1,000	$650
BNSF 2004-34 (LI)	2	2	$5,000	$5,000	$3,500
BNSF 2004-41 (LI)	2	9	$9,000	$9,000	$5,850
BNSF 2004-50 (LI)	2	2	$6,500	$6,500	$4,225
BNSF 2004-57 (LI)	3	3	$6,500	$6,500	$4,550
BNSF 2004-75 (LI)	2	2	$5,000	$5,000	$3,250
BNSF 2004-80 (LI)	1	1	$5,000	$5,000	$4,000
BNSF 2004-90 (LI)	1	1	$5,000	$5,000	$3,500
BNSF 2004-99 (LI)	3	3	$4,500	$4,500	$2,925
BNSF 2004-116 (LI)	3	3	$20,500	$20,500	$12,300
BNSF 2004-151 (LI)	3	3	$9,000	$9,000	$6,300
BNSF 2004-163 (LI)	10	10	$15,500	$15,500	$10,075
BNSF 2004-190 (LI)	3	3	$15,000	$15,000	$10,500
BNSF 2005-2 (LI)	2	2	$9,000	$9,000	$6,300
BNSF 2005-16 (LI)	8	8	$20,500	$20,500	$14,000
BNSF 2005-30 (LI)	1	1	$1,000	$1,000	$650
BNSF 2003-239 (RC	1	1	$5,000	$5,000	$3,500
BNSF 2004-36 (ROI	1	1	$5,000	$5,000	$3,000
BNSF 2004-45 (ROI	2	2	$5,000	$5,000	$3,000
BNSF 2004-111 (RC	1	1	$5,000	$5,000	$3,000
BNSF 2004-123 (RC	1	1	$5,000	$5,000	$3,250
BNSF 2003-233 (RS	1	1	$5,000	$5,000	$4,000
BNSF 2004-77 (RSF	1	1	$5,000	$5,000	$3,250
BNSF 2004-136 (RS	1	1	$5,000	$5,000	$3,250
BNSF 2004-138 (RS	1	1	$5,000	$5,000	$3,250
BNSF 2003-252 (RV	1	1	$1,000	$1,000	$650
BNSF 2003-253 (RV	1	1	$1,000	$1,000	$650
BNSF 2004-3 (RW)	2	2	$7,000	$7,000	$4,900
BNSF 2004-40 (RW	1	1	$5,000	$5,000	$2,500
BNSF 2004-73 (RW	2	2	$2,000	$2,000	$1,300
BNSF 2004-96 (RW	2	2	$2,000	$2,000	$1,400
BNSF 2004-191 (RV	1	1	$1,000	$1,000	$650
BNSF 2005-17 (RW	1	1	$1,000	$1,000	$650
BNSF 2005-31 (RW	1	1	$3,000	$3,000	$2,400
BNSF 2003-235 (SA	2	2	$5,000	$5,000	$4,250
BNSF 2004-5 (SA)	3	3	$7,500	$7,500	$5,700
BNSF 2004-18 (SA)	3	3	$12,500	$12,500	$8,750
BNSF 2004-19 (SA)	2	2	$5,000	$5,000	$3,000
BNSF 2004-20 (SA)	1	1	$2,500	$2,500	$1,500
BNSF 2004-28 (SA)	2	2	$7,500	$7,500	$5,125
BNSF 2004-37 (SA)	4	4	$12,500	$12,500	$9,475
BNSF 2004-42 (SA)	5	5	$40,000	$40,000	$25,000
BNSF 2004-46 (SA)	6	6	$30,000	$30,000	$25,500
BNSF 2004-56 (SA)	7	7	$20,000	$20,000	$16,600
BNSF 2004-65 (SA)	4	6	$27,500	$27,500	$23,375
BNSF 2004-72 (SA)	3	3	$10,000	$7,500	$4,500
BNSF 2004-81 (SA)	7	7	$25,000	$25,000	$20,550
BNSF 2004-82 (SA)	10	10	$32,500	$32,500	$27,625
BNSF 2004-83 (SA)	10	10	$30,000	$30,000	$25,500
BNSF 2004-94 (SA)	1	1	$2,500	$2,500	$1,500

BNSF 2004-97 (SA)	1	1	$5,000	$5,000	$3,500
BNSF 2004-98 (SA)	8	8	$27,500	$27,500	$20,500
BNSF 2004-101 (SA	8	8	$27,500	$27,500	$19,000
BNSF 2004-113 (SA	3	3	$7,500	$7,500	$4,500
BNSF 2004-117 (SA	1	1	$2,500	$2,500	$2,125
BNSF 2004-119 (SA	1	1	$2,500	$2,500	$1,625
BNSF 2004-122 (SA	5	5	$20,000	$20,000	$15,300
BNSF 2004-129 (SA	7	7	$22,500	$22,500	$15,500
BNSF 2004-130 (SA	5	5	$20,000	$20,000	$13,000
BNSF 2004-140 (SA	7	7	$17,500	$15,000	$12,750
BNSF 2004-141 (SA	7	7	$22,500	$22,500	$19,125
BNSF 2004-144 (SA	3	3	$15,000	$15,000	$9,750
BNSF 2004-155 (SA	6	6	$22,500	$22,500	$15,750
BNSF 2004-156 (SA	7	7	$26,000	$26,000	$16,900
BNSF 2004-168 (SA	5	7	$40,000	$40,000	$26,000
BNSF 2004-169 (SA	6	6	$15,000	$15,000	$9,750
BNSF 2004-170 (SA	5	5	$12,500	$12,500	$8,750
BNSF 2004-172 (SA	7	11	$42,500	$42,500	$29,500
BNSF 2004-176 (SA	7	7	$27,500	$27,500	$19,000
BNSF 2004-185 (SA	6	6	$20,000	$20,000	$13,000
BNSF 2004-186 (SA	7	7	$22,500	$22,500	$14,550
BNSF 2004-192 (SA	1	1	$5,000	$5,000	$3,250
BNSF 2004-201 (SA	1	1	$2,500	$2,500	$1,750
BNSF 2005-1 (SA)	2	2	$10,000	$10,000	$6,500
BNSF 2005-25 (SA)	2	2	$5,000	$5,000	$3,250
BNSF 2005-42 (SA)	1	1	$10,000	$10,000	$6,500
BNSF 2004-16 (SI)	1	3	$3,000	$3,000	$1,950
BNSF 2004-24 (SI)	1	1	$5,000	$5,000	$3,250
BNSF 2004-39 (SI)	1	1	$5,000	$5,000	$3,250
BNSF 2004-66 (SI)	1	1	$2,500	$2,500	$1,625
BNSF 2004-110 (SI)	2	2	$2,000	$2,000	$1,300
BNSF 2004-126 (SI)	1	1	$1,000	$1,000	$650
BNSF 2004-142 (SI)	1	1	$1,000	$1,000	$650
BNSF 2004-173 (SI)	1	1	$2,500	$2,500	$1,625
BNSF 2004-187 (SI)	1	1	$5,000	$5,000	$3,250
BNSF 2004-1 (TS)	1	1	$1,000	$1,000	$600
BNSF 2004-7 (TS)	2	5	$22,500	$22,500	$14,175
BNSF 2004-64 (TS)	1	1	$2,000	$2,000	$1,400
BNSF 2004-91 (TS)	4	4	$8,500	$8,500	$5,350
BNSF 2004-92 (TS)	3	4	$9,500	$9,500	$6,175
BNSF 2004-95 (TS)	2	9	$60,000	$7,500	$4,875
BNSF 2004-103 (TS	3	3	$12,500	$12,500	$8,625
BNSF 2004-104 (TS	2	2	$3,000	$3,000	$1,800
BNSF 2004-114 (TS	2	2	$5,000	$5,000	$3,125
BNSF 2004-118 (TS	1	1	$2,500	$2,500	$1,500
BNSF 2004-125 (TS	2	2	$3,500	$3,500	$2,350
BNSF 2004-133 (TS	1	5	$11,000	$11,000	$8,800
BNSF 2004-139 (TS	1	1	$2,500	$2,500	$1,625
BNSF 2004-153 (TS	2	2	$7,500	$7,500	$4,875
BNSF 2004-159 (TS	1	2	$5,000	$5,000	$3,125
BNSF 2004-160 (TS	1	1	$5,000	$5,000	$3,500
BNSF 2004-189 (TS	2	2	$2,000	$2,000	$1,300

BNSF 2004-193 (TS	5	6	$20,000	$20,000	$13,000
BNSF 2004-194 (TS	1	7	$7,000	$7,000	$4,200
BNSF 2004-195 (TS	1	1	$5,000	$5,000	$3,500
BNSF 2004-202 (TS	3	3	$12,500	$12,500	$8,750
BNSF 2004-203 (TS	4	4	$11,000	$11,000	$7,700
BNSF 2004-207 (TS	1	14	$70,000	$70,000	$47,750
BNSF 2005-12 (TS)	4	5	$25,000	$25,000	$16,250
BNSF 2005-14 (TS)	3	4	$17,500	$17,500	$11,375
BNSF 2005-19 (TS)	1	4	$20,000	$20,000	$13,000
BNSF 2005-21 (TS)	2	4	$10,000	$10,000	$7,000
BNSF 2005-23 (TS)	2	3	$12,500	$12,500	$8,750
BNSF 2005-33 (TS)	2	2	$7,500	$7,500	$5,250
BNSF 2005-34 (TS)	1	1	$1,000	$1,000	$650
BNSF 2005-36 (TS)	1	1	$5,000	$5,000	$3,500
BNSF 2005-39 (TS)	1	1	$5,000	$5,000	$3,500
BRC 2004-4 (EQ)	1	1	$10,000	$10,000	$9,000
BRC 2003-3 (FCS)	1	1	$5,000	$5,000	$3,750
BRC 2003-6 (RW)	1	2	$2,000	$2,000	$1,000
BRC 2003-1 (SA)	1	1	$5,000	$5,000	$3,750
BRC 2003-2 (SA)	1	1	$2,500	$2,500	$1,500
BRC 2003-4 (SA)	2	2	$7,500	$7,500	$5,625
BRC 2003-5 (SA)	2	2	$5,000	$5,000	$3,750
BRC 2004-1 (SA)	1	1	$2,500	$2,500	$1,500
BRC 2004-2 (SA)	1	1	$2,500	$2,500	$1,500
BRC 2004-3 (SA)	1	1	$2,500	$2,500	$1,500
CFNR 2002-2 (SI)	1	1	$2,500	$0	$0
CFWR 2004-1 (LI)	2	2	$15,000	$15,000	$8,975
CFWR 2003-2 (RW	1	1	$2,000	$2,000	$1,250
CFWR 2003-1 (TS)	3	9	$21,500	$21,500	$10,950
CN 2004-25 (AR)	1	1	$1,000	$1,000	$650
CN 2004-1 (FCS)	1	1	$2,500	$2,500	$1,725
CN 2004-16 (FCS)	2	2	$10,000	$10,000	$6,600
CN 2004-31 (FCS)	3	3	$7,500	$7,500	$5,100
CN 2004-41 (FCS)	2	2	$7,500	$2,500	$1,750
CN 2003-8 (GC)	2	2	$5,000	$5,000	$3,300
CN 2004-5 (HMT)	1	3	$6,000	$6,000	$3,950
CN 2004-6 (HMT)	1	1	$6,000	$6,000	$4,000
CN 2004-7 (HMT)	1	1	$6,000	$6,000	$4,000
CN 2004-10 (HMT)	1	1	$4,000	$4,000	$2,850
CN 2004-18 (HMT)	1	4	$20,000	$20,000	$13,400
CN 2004-19 (HMT)	1	5	$36,000	$36,000	$23,450
CN 2004-20 (HMT)	1	1	$7,500	$7,500	$5,050
CN 2004-27 (HMT)	2	2	$6,000	$6,000	$3,850
CN 2004-38 (HMT)	1	3	$21,000	$21,000	$11,400
CN 2004-40 (HMT)	1	1	$5,000	$5,000	$3,300
CN 2004-42 (HMT)	1	1	$7,500	$7,500	$5,750
CN 2004-43 (HMT)	1	1	$3,000	$3,000	$1,975
CN 2004-26 (HS)	1	1	$1,000	$1,000	$550
CN 2004-4 (LI)	1	1	$5,000	$5,000	$3,400
CN 2004-12 (LI)	1	1	$1,000	$1,000	$600
CN 2004-17 (LI)	1	1	$2,500	$2,500	$1,725
CN 2004-30 (LI)	5	5	$19,500	$19,500	$12,450

CN 2004-35 (LI)	1	1	$6,500	$6,500	$4,550
CN 2004-15 (ROP)	2	2	$10,000	$10,000	$6,700
CN 2004-37 (ROP)	4	4	$20,000	$20,000	$14,100
CN 2004-22 (RW)	1	1	$1,000	$1,000	$750
CN 2004-34 (RW)	2	2	$2,000	$2,000	$1,500
CN 2004-3 (SA)	2	2	$5,000	$5,000	$3,400
CN 2004-11 (SA)	2	2	$5,000	$2,500	$1,750
CN 2004-13 (SA)	2	2	$7,500	$7,500	$4,850
CN 2004-14 (SA)	3	3	$10,000	$10,000	$6,700
CN 2004-21 (SA)	1	1	$2,500	$2,500	$1,775
CN 2004-29 (SA)	5	5	$15,000	$15,000	$10,000
CN 2004-36 (SA)	1	1	$2,500	$2,500	$1,725
CN 2004-39 (SA)	3	3	$10,000	$10,000	$6,850
CN 2004-2 (TS)	1	5	$20,000	$20,000	$13,900
CN 2004-8 (TS)	2	2	$7,500	$7,500	$5,300
CN 2004-9 (TS)	1	6	$30,000	$30,000	$19,500
CN 2004-23 (TS)	1	1	$1,000	$1,000	$725
CN 2004-28 (TS)	1	1	$1,000	$1,000	$725
CN 2004-32 (TS)	1	8	$8,000	$8,000	$5,000
CN 2004-33 (TS)	1	1	$2,500	$2,500	$1,800
CNUR 2003-1 (SA)	1	1	$2,500	$2,500	$1,750
CP 2004-11 (AD)	1	1	$5,000	$5,000	$3,250
CP 2005-6 (AR)	1	1	$2,500	$2,500	$1,500
CP 2004-3 (FCS)	1	1	$2,500	$2,500	$1,875
CP 2004-8 (FCS)	1	1	$2,500	$2,500	$1,875
CP 2004-7 (HMT)	1	1	$5,000	$5,000	$3,500
CP 2004-9 (HMT)	1	1	$6,000	$6,000	$4,200
CP 2005-7 (HMT)	3	5	$33,000	$33,000	$23,100
CP 2005-5 (HS)	2	4	$4,000	$4,000	$3,000
CP 2003-21 (HSR)	1	1	$1,000	$1,000	$700
CP 2004-4 (HSR)	1	1	$2,000	$2,000	$1,600
CP 2004-5 (SA)	2	2	$10,000	$10,000	$9,000
CP 2004-10 (SA)	1	1	$2,500	$2,500	$2,250
CP 2005-1 (SA)	2	2	$5,000	$5,000	$4,500
CP 2004-6 (SI)	2	2	$5,000	$5,000	$3,750
CP 2005-2 (TS)	2	3	$10,000	$10,000	$9,000
CP 2005-4 (TS)	1	1	$5,000	$5,000	$3,750
CR 2004-2 (HMT)	1	2	$13,500	$13,500	$11,000
CR 2004-3 (HMT)	1	2	$5,000	$5,000	$2,850
CR 2004-4 (HMT)	1	2	$12,500	$12,500	$10,200
CR 2004-7 (LI)	1	1	$2,000	$2,000	$1,500
CR 2004-6 (SA)	2	2	$7,500	$7,500	$4,500
CR 2005-1 (SA)	4	4	$12,500	$10,000	$6,000
CR 2005-2 (SA)	2	2	$10,000	$10,000	$7,000
CR 2005-3 (SA)	1	1	$2,500	$2,500	$1,500
CR 2004-5 (TS)	1	1	$5,000	$5,000	$3,100
CRSM 2004-6 (GC)	2	2	$5,000	$5,000	$3,000
CRSM 2004-4 (LI)	1	1	$7,500	$7,500	$4,700
CRSM 2004-5 (SI)	1	1	$2,500	$2,500	$1,500
CSX 2004-94 (AR)	1	1	$2,500	$2,500	$1,650
CSX 2004-148 (AR)	1	1	$2,500	$0	$0
CSX 2004-203 (AR)	3	3	$6,000	$3,500	$2,800

CSX 2004-215 (AR)	1	1	$2,500	$2,500	$1,800
CSX 2004-118 (EQ)	1	1	$5,000	$5,000	$3,250
CSX 2004-211 (EQ)	1	1	$5,000	$5,000	$3,250
CSX 2004-20 (FCS)	3	3	$10,000	$10,000	$6,125
CSX 2004-61 (FCS)	3	3	$7,500	$7,500	$5,450
CSX 2004-85 (FCS)	7	7	$20,000	$20,000	$13,200
CSX 2004-88 (FCS)	1	1	$5,000	$5,000	$3,250
CSX 2004-90 (FCS)	4	4	$15,000	$15,000	$9,850
CSX 2004-92 (FCS)	6	6	$15,000	$15,000	$9,900
CSX 2004-96 (FCS)	2	2	$5,000	$5,000	$3,200
CSX 2004-102 (FCS	1	1	$5,000	$5,000	$3,275
CSX 2004-104 (FCS	1	1	$7,500	$7,500	$4,875
CSX 2004-109 (FCS	3	3	$10,000	$10,000	$6,550
CSX 2004-121 (FCS	9	9	$27,500	$27,500	$17,900
CSX 2004-126 (FCS	2	2	$7,500	$7,500	$4,900
CSX 2004-135 (FCS	1	1	$2,500	$2,500	$1,650
CSX 2004-142 (FCS	1	1	$2,500	$2,500	$1,650
CSX 2004-152 (FCS	3	3	$7,500	$7,500	$4,875
CSX 2004-167 (FCS	3	3	$10,000	$10,000	$6,550
CSX 2004-187 (FCS	1	1	$2,500	$2,500	$1,650
CSX 2004-192 (FCS	3	3	$9,500	$9,500	$6,175
CSX 2004-199 (FCS	1	1	$5,000	$5,000	$4,100
CSX 2004-220 (FCS	6	6	$15,000	$15,000	$9,850
CSX 2005-1 (FCS)	2	2	$5,000	$5,000	$3,275
CSX 2005-9 (FCS)	2	2	$5,000	$5,000	$3,275
CSX 2005-16 (FCS)	2	2	$5,000	$5,000	$3,250
CSX 2005-51 (FCS)	1	1	$2,500	$2,500	$1,650
CSX 2005-66 (FCS)	1	1	$7,500	$7,500	$4,900
CSX 2005-68 (FCS)	3	3	$7,500	$7,500	$4,875
CSX 2005-70 (FCS)	2	2	$5,000	$5,000	$3,250
CSX 2005-83 (FCS)	1	1	$7,500	$7,500	$4,900
CSX 2004-134 (GC)	2	2	$5,000	$5,000	$3,150
CSX 2004-141 (GC)	4	4	$10,000	$10,000	$6,400
CSX 2004-146 (GC)	1	1	$5,000	$5,000	$3,250
CSX 2004-157 (GC)	1	1	$5,000	$5,000	$2,500
CSX 2004-158 (GC)	1	1	$5,000	$5,000	$3,250
CSX 2004-188 (GC)	2	2	$7,500	$2,500	$1,600
CSX 2004-194 (GC)	2	3	$15,000	$15,000	$9,800
CSX 2005-11 (GC)	2	3	$37,000	$37,000	$37,000
CSX 2005-12 (GC)	2	24	$256,000	$256,000	$256,000
CSX 2005-13 (GC)	1	1	$5,000	$5,000	$3,250
CSX 2005-56 (GC)	1	1	$1,000	$1,000	$640
CSX 2002-141 (HM	1	1	$6,000	$6,000	$3,600
CSX 2004-95 (HMT	1	2	$10,000	$10,000	$6,500
CSX 2004-103 (HM	4	5	$20,000	$17,000	$11,050
CSX 2004-127 (HM	1	1	$5,000	$5,000	$3,400
CSX 2004-128 (HM	1	1	$6,000	$6,000	$3,900
CSX 2004-133 (HM	1	1	$4,000	$1,000	$800
CSX 2004-145 (HM	2	2	$8,500	$8,500	$5,600
CSX 2004-150 (HM	1	1	$1,000	$1,000	$800
CSX 2004-154 (HM	1	2	$6,500	$6,500	$4,600
CSX 2004-155 (HM	1	3	$16,000	$16,000	$10,700

CSX 2004-159 (HMT	1	1	$2,000	$2,000	$1,350
CSX 2004-170 (HMT	1	2	$10,000	$10,000	$6,550
CSX 2004-171 (HMT	1	1	$3,000	$3,000	$1,950
CSX 2004-174 (HMT	1	1	$1,000	$1,000	$780
CSX 2004-175 (HMT	1	1	$6,000	$6,000	$4,300
CSX 2004-176 (HMT	1	2	$12,500	$12,500	$8,150
CSX 2004-177 (HMT	1	1	$4,000	$4,000	$2,800
CSX 2004-179 (HMT	1	1	$4,000	$4,000	$2,650
CSX 2004-180 (HMT	1	1	$6,000	$6,000	$3,900
CSX 2004-181 (HMT	1	1	$5,000	$5,000	$3,350
CSX 2004-182 (HMT	1	2	$9,000	$9,000	$5,400
CSX 2004-209 (HMT	1	1	$6,000	$6,000	$3,900
CSX 2005-2 (HMT)	1	1	$7,500	$7,500	$4,950
CSX 2005-18 (HMT)	1	1	$4,000	$4,000	$2,750
CSX 2005-20 (HMT)	1	2	$12,500	$12,500	$8,150
CSX 2005-23 (HMT)	1	1	$4,000	$4,000	$2,700
CSX 2005-26 (HMT)	1	3	$7,000	$7,000	$4,600
CSX 2005-34 (HMT)	4	11	$48,000	$25,500	$19,000
CSX 2005-43 (HMT)	1	1	$5,000	$5,000	$3,500
CSX 2005-57 (HMT)	1	1	$4,000	$4,000	$2,600
CSX 2005-88 (HMT)	1	1	$2,000	$2,000	$1,400
CSX 2005-90 (HMT)	1	1	$5,000	$5,000	$3,350
CSX 2005-96 (HMT)	1	3	$24,500	$24,500	$14,700
CSX 2004-73 (HS)	6	8	$8,000	$8,000	$5,000
CSX 2004-115 (HS)	4	4	$4,000	$4,000	$2,500
CSX 2004-138 (HS)	1	2	$2,000	$2,000	$1,300
CSX 2004-163 (HS)	1	2	$2,000	$2,000	$1,200
CSX 2004-168 (HS)	1	2	$2,000	$2,000	$1,250
CSX 2004-169 (HS)	1	1	$1,000	$1,000	$650
CSX 2004-205 (HS)	1	1	$1,000	$1,000	$600
CSX 2005-21 (HS)	6	6	$6,000	$6,000	$3,750
CSX 2005-87 (HS)	4	4	$4,000	$4,000	$2,500
CSX 2004-36 (HSR)	5	8	$6,000	$6,000	$4,480
CSX 2004-123 (HSR	3	3	$3,000	$3,000	$1,920
CSX 2004-139 (HSR	1	1	$1,000	$1,000	$640
CSX 2004-204 (HSR	2	2	$2,000	$2,000	$1,275
CSX 2004-214 (HSR	4	4	$4,000	$4,000	$2,500
CSX 2005-39 (HSR)	12	12	$12,000	$12,000	$7,500
CSX 2002-125 (LI)	10	25	$45,000	$45,000	$28,375
CSX 2003-186 (LI)	1	1	$2,500	$2,500	$1,640
CSX 2004-66 (LI)	1	1	$6,000	$6,000	$3,950
CSX 2004-84 (LI)	3	3	$7,500	$7,500	$4,900
CSX 2004-97 (LI)	4	4	$10,000	$10,000	$6,600
CSX 2004-108 (LI)	1	1	$5,000	$5,000	$3,300
CSX 2004-129 (LI)	1	1	$2,500	$0	$0
CSX 2004-156 (LI)	5	5	$14,000	$14,000	$8,725
CSX 2004-200 (LI)	4	4	$16,000	$16,000	$9,850
CSX 2004-201 (LI)	5	5	$11,000	$10,000	$6,400
CSX 2004-217 (LI)	3	3	$10,000	$10,000	$6,550
CSX 2005-6 (LI)	1	1	$2,500	$2,500	$1,775
CSX 2005-29 (LI)	1	1	$2,500	$2,500	$1,775
CSX 2005-32 (LI)	1	1	$1,500	$1,500	$1,000

CSX 2005-38 (LI)	1	1	$6,500	$6,500	$4,250
CSX 2005-54 (REM	1	1	$5,000	$5,000	$3,300
CSX 2004-105 (RO	1	1	$5,000	$5,000	$3,275
CSX 2004-117 (RO	1	1	$5,000	$5,000	$3,300
CSX 2005-47 (ROP	1	1	$5,000	$5,000	$3,300
CSX 2004-206 (RO	2	2	$10,000	$10,000	$6,550
CSX 2004-101 (RS	5	5	$10,500	$10,500	$6,700
CSX 2004-110 (RS	3	3	$10,000	$10,000	$6,125
CSX 2004-143 (RS	1	1	$2,500	$2,500	$1,600
CSX 2004-161 (RS	1	1	$5,000	$5,000	$3,250
CSX 2005-49 (RSP)	2	2	$2,000	$2,000	$1,250
CSX 2004-106 (RW	3	3	$3,000	$3,000	$1,860
CSX 2004-149 (RW	5	5	$5,000	$5,000	$3,100
CSX 2004-162 (RW	5	5	$7,000	$7,000	$4,500
CSX 2004-202 (RW	4	5	$5,000	$5,000	$3,100
CSX 2004-212 (RW	1	1	$1,000	$1,000	$640
CSX 2004-218 (RW	1	1	$1,000	$1,000	$640
CSX 2004-221 (RW	1	1	$5,000	$5,000	$3,050
CSX 2005-3 (RW)	1	1	$5,000	$5,000	$3,250
CSX 2005-30 (RW)	1	1	$1,000	$1,000	$640
CSX 2004-48 (SA)	6	6	$20,000	$20,000	$12,800
CSX 2004-58 (SA)	6	6	$15,000	$15,000	$6,450
CSX 2004-76 (SA)	3	3	$7,500	$7,500	$4,800
CSX 2004-82 (SA)	1	1	$2,500	$2,500	$1,575
CSX 2004-86 (SA)	7	7	$20,000	$20,000	$12,650
CSX 2004-89 (SA)	6	6	$17,500	$17,500	$11,000
CSX 2004-93 (SA)	2	2	$10,000	$10,000	$5,900
CSX 2004-107 (SA)	2	2	$5,000	$5,000	$3,200
CSX 2004-113 (SA)	2	2	$5,000	$5,000	$3,100
CSX 2004-132 (SA)	5	5	$17,500	$17,500	$11,300
CSX 2004-151 (SA)	1	1	$5,000	$5,000	$3,250
CSX 2004-164 (SA)	6	6	$25,000	$25,000	$15,750
CSX 2004-166 (SA)	2	2	$5,000	$5,000	$3,100
CSX 2004-185 (SA)	9	9	$32,500	$32,500	$20,650
CSX 2004-189 (SA)	7	7	$27,500	$27,500	$17,600
CSX 2004-190 (SA)	7	7	$30,000	$30,000	$19,500
CSX 2004-213 (SA)	5	5	$15,000	$15,000	$9,300
CSX 2004-216 (SA)	4	4	$17,500	$17,500	$11,400
CSX 2005-63 (SA)	1	1	$5,000	$5,000	$3,250
CSX 2004-80 (SI)	1	1	$1,000	$1,000	$675
CSX 2004-116 (SI)	3	3	$4,500	$4,500	$3,000
CSX 2004-136 (SI)	3	3	$12,500	$12,500	$6,600
CSX 2004-198 (SI)	2	2	$6,000	$1,000	$675
CSX 2005-14 (SI)	1	1	$2,500	$2,500	$1,650
CSX 2004-64 (TS)	4	6	$30,000	$30,000	$18,000
CSX 2004-77 (TS)	1	1	$2,500	$2,500	$1,600
CSX 2004-91 (TS)	2	3	$12,500	$12,500	$7,500
CSX 2004-98 (TS)	4	6	$27,500	$27,500	$17,700
CSX 2004-99 (TS)	3	4	$10,000	$10,000	$6,200
CSX 2004-100 (TS)	1	13	$32,500	$32,500	$19,550
CSX 2004-111 (TS)	4	4	$15,000	$15,000	$9,600
CSX 2004-112 (TS)	1	1	$1,000	$1,000	$575

CSX 2004-119 (TS)	3	7	$15,000	$15,000	$9,250
CSX 2004-124 (TS)	2	2	$5,000	$5,000	$3,100
CSX 2004-125 (TS)	3	4	$17,500	$17,500	$11,400
CSX 2004-131 (TS)	1	1	$5,000	$5,000	$3,250
CSX 2004-137 (TS)	1	1	$5,000	$5,000	$3,000
CSX 2004-140 (TS)	2	6	$27,000	$27,000	$16,300
CSX 2004-144 (TS)	3	3	$10,000	$10,000	$6,200
CSX 2004-147 (TS)	2	2	$7,500	$2,500	$1,700
CSX 2004-160 (TS)	2	2	$6,000	$6,000	$3,700
CSX 2004-165 (TS)	1	3	$10,000	$10,000	$6,250
CSX 2004-172 (TS)	1	1	$5,000	$5,000	$3,025
CSX 2004-173 (TS)	2	2	$7,500	$7,500	$4,600
CSX 2004-186 (TS)	1	5	$12,500	$12,500	$7,500
CSX 2004-191 (TS)	1	1	$1,000	$1,000	$600
CSX 2004-210 (TS)	1	1	$5,000	$5,000	$3,250
CSX 2004-219 (TS)	1	8	$20,000	$20,000	$12,100
CSX 2005-7 (TS)	3	7	$17,500	$17,500	$10,750
CSX 2005-10 (TS)	1	1	$5,000	$5,000	$5,000
CSX 2005-55 (TS)	2	5	$25,000	$25,000	$12,000
CSX 2005-75 (TS)	1	1	$5,000	$5,000	$3,250
CUOH 2002-1 (LI)	1	1	$2,500	$2,500	$1,500
CUOH 2002-2 (LI)	1	1	$4,000	$4,000	$2,200
CUOH 2004-1 (LI)	1	1	$2,500	$2,500	$1,500
DH 2004-2 (FCS)	1	1	$2,500	$2,500	$1,875
DH 2003-1 (ROP)	1	1	$11,000	$11,000	$6,800
DMIR 2003-1 (LI)	1	1	$9,000	$9,000	$5,950
DMIR 2004-1 (LI)	1	1	$10,000	$10,000	$6,700
FDT 2004-1 (TS)	2	2	$7,500	$7,500	$4,000
FEC 2003-5 (ROP)	1	1	$7,500	$0	$0
FEC 2004-1 (SA)	1	1	$5,000	$5,000	$3,000
FEC 2004-3 (SI)	1	1	$2,500	$2,500	$1,250
FEC 2004-2 (TS)	1	1	$1,000	$1,000	$800
GFRR 2004-2 (EQ)	2	2	$5,000	$5,000	$1,625
GFRR 2003-1 (FCS	1	1	$2,500	$2,500	$1,700
GFRR 2004-1 (GC)	1	1	$5,000	$5,000	$3,400
GFRR 2002-2 (LI)	1	1	$2,500	$2,500	$1,625
GFRR 2004-3 (LI)	2	2	$4,000	$4,000	$2,750
GFRR 2002-1 (SA)	1	1	$5,000	$5,000	$3,400
GSWR 2004-1 (TS)	1	1	$2,500	$2,500	$2,500
GWRC 2003-1 (AR)	1	1	$2,500	$2,500	$1,375
GWWR 2003-1 (HM	1	1	$5,000	$5,000	$3,250
IANR 2004-1 (GC)	1	1	$2,500	$2,500	$1,500
IC 2004-1 (FCS)	1	1	$2,500	$2,500	$1,675
IC 2004-3 (FCS)	1	1	$2,500	$2,500	$1,700
IC 2004-5 (FCS)	1	1	$2,500	$2,500	$1,700
IC 2004-7 (FCS)	1	1	$2,500	$2,500	$1,700
IC 2004-2 (LI)	2	2	$8,500	$8,500	$5,800
IC 2004-4 (LI)	1	1	$5,000	$5,000	$3,600
IC 2004-9 (LI)	1	1	$1,500	$1,500	$1,050
IC 2004-6 (SA)	3	3	$7,500	$7,500	$5,300
IC 2004-8 (SA)	2	2	$7,500	$7,500	$5,400
IC 2004-10 (SA)	3	3	$12,500	$12,500	$8,750

IHB 2003-2 (AR)	2	2	$5,000	$2,500	$1,375
IHB 2003-4 (AR)	4	4	$10,000	$7,500	$4,125
IHB 2003-5 (AR)	2	2	$5,000	$5,000	$2,500
IHB 2003-6 (FCS)	1	1	$5,000	$5,000	$3,000
IHB 2004-2 (FCS)	1	1	$5,000	$5,000	$3,250
IHB 2004-5 (REM)	1	1	$5,000	$5,000	$3,000
IHB 2004-1 (SA)	1	1	$2,500	$2,500	$1,625
IHB 2004-3 (SA)	1	1	$2,500	$0	$0
IHB 2004-4 (SA)	1	1	$2,500	$2,500	$1,625
ISRR 2005-1 (EQ)	1	1	$2,500	$2,500	$2,500
JEFW 2004-1 (ROP	1	1	$5,000	$5,000	$5,000
KCS 2004-14 (FCS)	1	1	$2,500	$2,500	$1,875
KCS 2004-20 (FCS)	1	1	$2,500	$0	$0
KCS 2005-18 (FCS)	1	1	$5,000	$5,000	$3,900
KCS 2005-26 (FCS)	1	1	$5,000	$5,000	$3,900
KCS 2004-19 (GC)	3	3	$12,500	$12,500	$9,000
KCS 2005-15 (GC)	1	1	$2,500	$2,500	$1,750
KCS 2003-52 (HMT	1	1	$3,000	$3,000	$2,100
KCS 2004-9 (HMT)	1	1	$4,000	$4,000	$2,800
KCS 2004-10 (HMT	3	9	$13,000	$13,000	$10,140
KCS 2005-13 (HMT	1	1	$5,000	$5,000	$3,900
KCS 2005-23 (HMT	1	1	$6,000	$6,000	$1,000
KCS 2004-15 (HS)	1	1	$1,000	$1,000	$700
KCS 2004-23 (HS)	1	2	$2,000	$2,000	$1,360
KCS 2004-5 (LI)	2	2	$15,500	$10,500	$6,275
KCS 2004-12 (LI)	1	1	$2,500	$2,500	$1,875
KCS 2004-13 (LI)	1	1	$2,500	$2,500	$1,825
KCS 2004-24 (LI)	1	1	$2,500	$2,500	$1,925
KCS 2005-20 (LI)	2	2	$5,000	$5,000	$3,825
KCS 2003-64 (ROP	1	1	$5,000	$5,000	$3,500
KCS 2004-22 (ROR	2	2	$10,000	$10,000	$7,000
KCS 2004-8 (RW)	1	1	$3,000	$3,000	$2,250
KCS 2004-11 (RW)	1	1	$2,000	$2,000	$1,700
KCS 2004-17 (RW)	2	4	$4,000	$4,000	$3,000
KCS 2005-19 (RW)	1	1	$1,000	$1,000	$750
KCS 2005-16 (SA)	1	1	$5,000	$5,000	$3,900
KCS 2005-14 (SI)	1	1	$5,000	$5,000	$3,500
KCS 2003-31 (TS)	2	10	$25,000	$7,000	$5,250
KCS 2004-7 (TS)	1	1	$1,000	$1,000	$780
KCS 2004-16 (TS)	1	1	$5,000	$5,000	$3,900
KCS 2004-18 (TS)	1	1	$2,500	$2,500	$1,950
KCS 2004-21 (TS)	1	1	$1,000	$1,000	$750
KCS 2005-1 (TS)	1	1	$2,500	$2,500	$1,875
KCS 2005-2 (TS)	1	2	$5,000	$5,000	$3,750
KCS 2005-4 (TS)	1	1	$2,500	$2,500	$1,750
KCS 2005-5 (TS)	2	4	$7,000	$7,000	$5,385
KCS 2005-6 (TS)	2	6	$15,000	$15,000	$11,700
KCS 2005-7 (TS)	2	2	$5,000	$5,000	$3,825
KCS 2005-17 (TS)	1	1	$1,000	$1,000	$750
KCT 2003-1 (SI)	1	1	$5,000	$5,000	$5,000
KCT 2003-2 (SI)	1	1	$1,000	$1,000	$1,000
KIPZ 2004-1 (RW)	1	2	$6,000	$6,000	$6,000

KIPZ 2004-2 (RW)	1	1	$2,000	$2,000	$1,400
KO 2005-1 (GC)	1	1	$2,500	$2,500	$1,500
LAL 2001-1 (HMT)	1	1	$5,000	$0	$0
LI 2002-4 (HSR)	10	10	$10,000	$10,000	$6,000
LI 2003-2 (LI)	7	7	$10,500	$10,500	$6,500
LI 2003-3 (LI)	3	3	$4,500	$4,500	$2,800
LI 2003-4 (LI)	13	13	$31,500	$31,500	$19,200
LI 2003-5 (LI)	5	5	$10,000	$10,000	$6,200
LI 2003-9 (LI)	2	2	$3,000	$3,000	$1,850
LI 2004-2 (LI)	6	6	$21,000	$21,000	$13,000
LI 2004-3 (LI)	3	3	$13,500	$13,500	$8,400
LI 2004-4 (LI)	5	5	$15,500	$15,500	$9,600
LI 2003-6 (PEQ)	2	2	$7,500	$7,500	$4,600
LI 2003-8 (ROR)	1	1	$5,000	$5,000	$3,000
LI 2004-1 (ROR)	2	2	$5,000	$5,000	$3,150
LI 2002-2 (RW)	2	2	$2,000	$2,000	$1,250
MNCW 2004-3 (PE	1	1	$5,000	$5,000	$3,750
MNCW 2004-5 (PE	2	2	$10,000	$10,000	$7,500
MNCW 2004-4 (RO	1	1	$2,000	$2,000	$1,500
MRL 2002-4 (HMT)	1	1	$6,000	$6,000	$4,200
MRL 2003-4 (HMT)	1	1	$1,000	$1,000	$600
MRL 2003-10 (HMT	1	6	$30,000	$30,000	$15,000
MRL 2004-3 (HMT)	2	2	$16,000	$16,000	$10,000
MRL 2003-1 (LI)	5	5	$12,500	$12,500	$6,500
MRL 2003-8 (LI)	1	1	$2,500	$2,500	$1,500
MRL 2003-3 (RSP)	8	8	$8,000	$8,000	$4,500
MRL 2003-7 (RSP)	1	1	$1,000	$1,000	$750
MRL 2003-9 (RSP)	1	1	$1,000	$1,000	$750
MRL 2004-1 (RSP)	1	1	$5,000	$5,000	$2,500
MRL 2004-2 (SA)	1	1	$2,500	$2,500	$1,800
MRL 2003-2 (TS)	2	5	$20,000	$20,000	$12,000
MRL 2003-11 (TS)	1	1	$5,000	$5,000	$2,500
NCVA 2003-1 (LI)	1	1	$2,500	$2,500	$2,500
NIRC 2004-1 (EQ)	1	2	$2,000	$2,000	$1,100
NIRC 2004-3 (HS)	1	1	$1,000	$1,000	$700
NIRC 2004-4 (HS)	1	2	$2,000	$2,000	$1,000
NIRC 2005-4 (HS)	1	1	$1,000	$1,000	$1,000
NIRC 2004-2 (HSR)	1	2	$2,000	$2,000	$1,200
NIRC 2005-1 (HSR)	1	1	$1,000	$1,000	$1,000
NIRC 2005-2 (RSP)	1	1	$5,000	$5,000	$5,000
NIRC 2005-3 (RSP)	1	1	$5,000	$5,000	$2,000
NJTR 2003-3 (LI)	1	1	$2,500	$2,500	$1,800
NJTR 2004-1 (ROP	1	1	$5,000	$5,000	$3,200
NJTR 2004-2 (ROP	1	1	$5,000	$5,000	$3,300
NJTR 2004-4 (SA)	1	1	$5,000	$5,000	$3,200
NOPB 2004-1 (HMT	1	1	$1,000	$1,000	$500
NYA 2004-1 (TS)	1	1	$2,500	$0	$0
NYSW 2004-1 (LI)	1	1	$2,500	$2,500	$2,500
OHCR 2003-3 (AD)	1	1	$2,500	$2,500	$1,500
OHCR 2003-1 (FCS	1	1	$5,000	$5,000	$3,100
OHCR 2003-2 (FCS	1	1	$2,500	$2,500	$1,550
OHCR 2001-2 (LI)	1	1	$5,000	$5,000	$3,500

OHCR 2004-2 (LI)	1	1	$2,500	$2,500	$1,500
OHCR 2002-1 (SA)	4	4	$15,000	$15,000	$10,900
OHCR 2004-1 (SA)	1	1	$2,500	$2,500	$1,650
OSRR 2002-2 (LI)	1	1	$2,500	$2,500	$1,700
OSRR 2002-1 (SA)	1	1	$5,000	$5,000	$3,200
OSRR 2003-1 (SA)	1	1	$2,500	$2,500	$1,500
OUCH 2003-1 (TS)	1	5	$12,500	$0	$0
PARN 2002-3 (AR)	1	1	$2,500	$0	$0
PARN 2002-2 (HS)	1	1	$1,000	$1,000	$600
PCC 2004-1 (HMT)	1	2	$4,000	$4,000	$2,700
PCC 2004-2 (SA)	1	1	$2,500	$2,500	$1,500
PCC 2004-3 (SA)	4	4	$10,000	$10,000	$5,600
PCC 2004-5 (SA)	1	1	$5,000	$5,000	$3,000
PCC 2004-4 (TS)	1	1	$5,000	$5,000	$2,500
PCJX 2004-1 (AR)	7	7	$17,500	$17,500	$5,000
PCJX 2004-2 (HSR)	1	1	$1,000	$1,000	$610
PCJX 2003-2 (SI)	1	1	$5,000	$5,000	$3,100
RADZ 2004-1 (RW)	1	1	$2,500	$2,500	$2,500
RRVW 2003-2 (RW	1	1	$5,000	$5,000	$3,350
RRVW 2000-1 (SI)	2	2	$10,000	$0	$0
RRVW 2002-1 (SI)	1	1	$2,500	$2,500	$1,850
RRVW 2001-1 (TS)	1	1	$5,000	$5,000	$4,100
RSIX 2004-1 (LI)	1	1	$2,500	$2,500	$2,500
SDTI 2003-1 (SI)	1	1	$1,000	$1,000	$650
SEPA 2004-4 (AR)	6	6	$12,000	$12,000	$7,500
SEPA 2004-6 (HSR	2	2	$2,000	$2,000	$1,400
SEPA 2004-5 (REM	1	1	$5,000	$5,000	$3,700
SERA 2002-1 (AD)	2	12	$30,000	$10,000	$4,000
SERA 2003-1 (LI)	1	1	$2,500	$2,500	$775
SKOL 2004-2 (GC)	1	1	$5,000	$5,000	$3,200
SKOL 2004-4 (GC)	1	1	$5,000	$5,000	$3,000
SKOL 2004-1 (HMT	1	1	$4,000	$4,000	$2,800
SOU 2004-32 (AD)	4	4	$16,000	$16,000	$10,300
SOU 2004-85 (AD)	3	3	$7,000	$7,000	$4,500
SOU 2005-15 (AD)	1	1	$5,000	$5,000	$3,500
SOU 2005-21 (AD)	1	1	$5,000	$5,000	$3,000
SOU 2002-34 (AR)	10	10	$25,000	$0	$0
SOU 2002-35 (AR)	10	10	$25,000	$0	$0
SOU 2002-42 (AR)	1	1	$2,500	$0	$0
SOU 2002-68 (AR)	7	7	$17,500	$0	$0
SOU 2002-69 (AR)	8	8	$20,000	$0	$0
SOU 2002-70 (AR)	2	2	$5,000	$0	$0
SOU 2003-31 (AR)	1	1	$2,500	$2,500	$1,550
SOU 2003-164 (AR)	4	4	$10,000	$10,000	$6,475
SOU 2003-202 (AR)	10	10	$25,000	$20,000	$12,525
SOU 2003-206 (AR)	2	3	$7,500	$7,500	$1,500
SOU 2004-56 (AR)	2	2	$5,000	$5,000	$3,350
SOU 2004-97 (AR)	2	2	$5,000	$5,000	$2,750
SOU 2004-162 (AR)	2	2	$5,000	$5,000	$1,750
SOU 2005-8 (AR)	1	1	$2,500	$0	$0
SOU 2005-32 (AR)	4	4	$10,000	$10,000	$7,500
SOU 2004-40 (EQ)	1	2	$8,000	$8,000	$6,000

SOU 2004-109 (EQ)	2	2	$3,500	$3,500	$2,500
SOU 2004-70 (FCS)	1	1	$2,500	$2,500	$1,750
SOU 2004-73 (FCS)	2	2	$7,500	$7,500	$5,300
SOU 2004-75 (FCS)	2	2	$5,000	$2,500	$1,750
SOU 2004-81 (FCS)	6	6	$17,500	$17,500	$12,300
SOU 2004-86 (FCS)	1	1	$2,500	$2,500	$1,800
SOU 2004-92 (FCS)	2	2	$5,000	$5,000	$3,375
SOU 2004-94 (FCS)	4	4	$10,000	$10,000	$7,125
SOU 2004-96 (FCS)	4	4	$12,500	$12,500	$8,650
SOU 2004-102 (FCS	7	7	$22,500	$22,500	$15,425
SOU 2004-105 (FCS	2	2	$5,000	$5,000	$3,500
SOU 2004-116 (FCS	1	1	$5,000	$5,000	$3,600
SOU 2004-121 (FCS	4	4	$12,500	$12,500	$8,900
SOU 2004-130 (FCS	1	1	$2,500	$2,500	$1,750
SOU 2004-137 (FCS	2	2	$5,000	$5,000	$3,600
SOU 2004-141 (FCS	5	5	$12,500	$12,500	$8,750
SOU 2004-142 (FCS	3	3	$10,000	$10,000	$7,100
SOU 2004-143 (FCS	5	5	$12,500	$12,500	$9,375
SOU 2004-144 (FCS	5	5	$12,500	$12,500	$9,375
SOU 2004-145 (FCS	4	4	$9,500	$9,500	$6,650
SOU 2004-149 (FCS	2	2	$5,000	$5,000	$3,575
SOU 2004-159 (FCS	5	5	$12,500	$12,500	$8,750
SOU 2005-3 (FCS)	1	1	$2,500	$2,500	$1,750
SOU 2005-4 (FCS)	2	6	$12,500	$12,500	$8,600
SOU 2005-11 (FCS)	1	1	$5,000	$5,000	$3,600
SOU 2005-22 (FCS)	7	7	$22,500	$22,500	$15,750
SOU 2005-26 (FCS)	2	2	$5,000	$5,000	$3,500
SOU 2005-41 (FCS)	5	5	$12,500	$12,500	$9,000
SOU 2004-124 (GC)	1	1	$2,500	$2,500	$2,000
SOU 2004-78 (HMT	2	3	$12,000	$12,000	$8,050
SOU 2004-82 (HMT	2	2	$7,000	$2,000	$1,360
SOU 2004-87 (HMT	1	1	$7,500	$7,500	$4,500
SOU 2004-91 (HMT	2	8	$17,000	$17,000	$12,450
SOU 2004-101 (HMT	1	3	$15,000	$10,000	$5,500
SOU 2004-110 (HMT	5	8	$31,000	$31,000	$16,500
SOU 2004-117 (HMT	5	6	$25,000	$25,000	$16,250
SOU 2004-128 (HMT	1	10	$10,000	$10,000	$6,300
SOU 2004-131 (HMT	1	1	$1,000	$1,000	$1,000
SOU 2004-134 (HMT	2	2	$8,000	$8,000	$5,450
SOU 2004-148 (HMT	6	9	$49,500	$49,500	$32,500
SOU 2005-1 (HMT)	1	1	$5,000	$5,000	$3,750
SOU 2005-18 (HMT	4	5	$29,000	$29,000	$19,550
SOU 2005-19 (HMT	4	8	$45,500	$45,500	$28,725
SOU 2005-27 (HMT	1	1	$5,000	$5,000	$3,750
SOU 2005-40 (HMT	1	1	$5,000	$5,000	$3,000
SOU 2005-42 (HMT	1	1	$4,000	$4,000	$3,000
SOU 2005-43 (HMT	1	1	$5,000	$5,000	$2,875
SOU 2003-199 (HS)	5	8	$8,000	$8,000	$5,775
SOU 2003-200 (HS)	4	4	$4,000	$4,000	$2,900
SOU 2004-119 (HS)	2	2	$2,000	$2,000	$1,400
SOU 2004-155 (HS)	1	2	$2,000	$2,000	$1,350
SOU 2005-30 (HS)	2	4	$4,000	$4,000	$2,800

SOU 2005-34 (HS)	1	1	$2,000	$2,000	$1,700
SOU 2004-120 (HS	3	3	$3,000	$3,000	$2,000
SOU 2004-154 (HS	1	2	$2,000	$2,000	$1,450
SOU 2005-7 (HSR)	1	1	$1,000	$1,000	$725
SOU 2005-29 (HSR	2	3	$3,000	$3,000	$2,175
SOU 2005-33 (HSR	1	1	$1,000	$1,000	$700
SOU 2004-72 (LI)	6	6	$16,500	$16,500	$11,650
SOU 2004-76 (LI)	2	2	$8,500	$8,500	$5,800
SOU 2004-84 (LI)	7	7	$28,500	$28,500	$19,225
SOU 2004-89 (LI)	1	1	$2,500	$2,500	$1,850
SOU 2004-103 (LI)	4	4	$10,000	$10,000	$6,625
SOU 2004-111 (LI)	7	7	$21,500	$21,500	$14,860
SOU 2004-127 (LI)	3	3	$10,000	$10,000	$6,675
SOU 2004-132 (LI)	1	1	$2,500	$2,500	$1,625
SOU 2004-146 (LI)	6	6	$16,000	$16,000	$11,175
SOU 2004-150 (LI)	1	1	$2,500	$2,500	$1,750
SOU 2004-157 (LI)	2	4	$10,000	$10,000	$7,250
SOU 2005-12 (LI)	2	2	$5,000	$5,000	$3,700
SOU 2005-20 (LI)	3	3	$7,500	$7,500	$5,375
SOU 2005-31 (LI)	2	2	$7,000	$7,000	$5,000
SOU 2005-49 (LI)	8	8	$20,500	$20,500	$14,965
SOU 2004-114 (RO	1	1	$5,000	$5,000	$3,250
SOU 2005-10 (ROP	1	1	$3,000	$3,000	$1,970
SOU 2005-28 (ROP	1	1	$5,000	$5,000	$3,750
SOU 2004-64 (RW)	2	2	$2,000	$2,000	$1,400
SOU 2004-77 (RW)	1	1	$1,000	$1,000	$700
SOU 2004-99 (RW)	1	1	$1,000	$1,000	$675
SOU 2004-108 (RW	2	2	$2,000	$2,000	$1,400
SOU 2004-113 (RW	3	3	$3,000	$3,000	$2,100
SOU 2004-118 (RW	4	4	$8,000	$8,000	$6,100
SOU 2004-126 (RW	1	1	$1,000	$1,000	$700
SOU 2004-147 (RW	3	3	$3,000	$3,000	$2,100
SOU 2005-14 (RW)	1	2	$10,000	$10,000	$7,200
SOU 2005-24 (RW)	1	1	$1,000	$1,000	$700
SOU 2005-35 (RW)	1	1	$3,000	$3,000	$2,100
SOU 2005-53 (RW)	3	3	$3,000	$3,000	$1,650
SOU 2004-66 (SA)	5	5	$25,000	$25,000	$17,000
SOU 2004-71 (SA)	1	1	$2,500	$2,500	$1,750
SOU 2004-74 (SA)	8	8	$32,500	$32,500	$22,500
SOU 2004-79 (SA)	7	7	$20,000	$20,000	$14,050
SOU 2004-80 (SA)	6	7	$20,000	$20,000	$13,950
SOU 2004-83 (SA)	1	1	$5,000	$5,000	$5,000
SOU 2004-88 (SA)	3	3	$12,500	$12,500	$8,625
SOU 2004-93 (SA)	1	1	$2,500	$2,500	$1,700
SOU 2004-95 (SA)	3	3	$15,000	$15,000	$10,300
SOU 2004-104 (SA)	3	3	$10,000	$10,000	$7,250
SOU 2004-106 (SA)	4	4	$17,500	$17,500	$12,250
SOU 2004-112 (SA)	2	2	$7,500	$7,500	$5,400
SOU 2004-122 (SA)	8	8	$27,500	$27,500	$18,625
SOU 2004-123 (SA)	8	8	$27,500	$27,500	$17,100
SOU 2004-136 (SA)	2	2	$7,500	$7,500	$5,225
SOU 2004-139 (SA)	9	9	$32,500	$32,500	$22,950

SOU 2004-140 (SA)	5	5	$17,500	$17,500	$12,225
SOU 2004-151 (SA)	4	4	$10,000	$10,000	$6,900
SOU 2004-152 (SA)	1	1	$5,000	$5,000	$3,750
SOU 2004-156 (SA)	1	1	$2,500	$2,500	$1,875
SOU 2004-160 (SA)	3	3	$7,500	$7,500	$5,175
SOU 2004-161 (SA)	3	3	$15,000	$15,000	$11,000
SOU 2005-2 (SA)	2	2	$5,000	$5,000	$3,750
SOU 2005-23 (SA)	7	7	$22,500	$22,500	$16,425
SOU 2005-25 (SA)	3	3	$10,000	$10,000	$7,500
SOU 2005-36 (SA)	7	7	$27,500	$27,500	$19,250
SOU 2005-38 (SA)	5	5	$17,500	$15,000	$10,000
SOU 2005-39 (SA)	2	2	$5,000	$5,000	$3,500
SOU 2005-46 (SA)	2	2	$5,000	$5,000	$3,500
SOU 2005-50 (SA)	1	1	$7,500	$7,500	$6,000
SOU 2004-115 (SI)	1	1	$5,000	$5,000	$4,000
SOU 2004-125 (SI)	2	2	$5,000	$5,000	$4,000
SOU 2004-129 (SI)	1	1	$5,000	$5,000	$3,750
SOU 2005-5 (SI)	1	1	$1,000	$1,000	$550
SOU 2005-16 (SI)	1	1	$1,000	$1,000	$750
SOU 2005-47 (SI)	1	1	$5,000	$5,000	$4,000
SOU 2004-68 (TS)	1	1	$2,000	$2,000	$1,400
SOU 2004-100 (TS)	1	1	$5,000	$5,000	$3,650
SOU 2004-138 (TS)	1	1	$5,000	$5,000	$3,650
SOU 2004-153 (TS)	1	1	$1,000	$1,000	$750
SOU 2004-158 (TS)	1	1	$2,500	$2,500	$1,875
SOU 2005-17 (TS)	1	1	$1,000	$1,000	$750
SOU 2005-37 (TS)	1	1	$2,500	$2,500	$1,875
SOU 2005-44 (TS)	1	1	$5,000	$5,000	$3,750
SS 2003-1 (HMT)	1	2	$15,000	$0	$0
ST 2004-3 (FCS)	1	1	$10,000	$10,000	$7,100
ST 2004-2 (SA)	1	1	$5,000	$5,000	$3,400
TIBR 2004-1 (TS)	1	1	$5,000	$5,000	$3,500
TIBR 2005-1 (TS)	1	1	$2,000	$2,000	$1,400
TM 2003-10 (FCS)	4	4	$15,000	$15,000	$8,650
TM 2004-1 (FCS)	1	1	$7,500	$7,500	$4,375
TM 2005-1 (FCS)	1	1	$5,000	$5,000	$3,100
TM 2005-2 (FCS)	1	1	$2,500	$0	$0
TM 2003-9 (HMT)	1	2	$7,500	$7,500	$5,625
TM 2004-3 (HMT)	1	1	$2,500	$2,500	$1,750
TM 2003-6 (SA)	1	1	$2,500	$2,500	$1,450
TM 2003-7 (SA)	1	1	$5,000	$5,000	$2,900
TM 2004-4 (SA)	2	2	$10,000	$10,000	$6,200
TM 2003-8 (TS)	1	1	$1,000	$1,000	$650
TM 2004-2 (TS)	1	1	$2,500	$2,500	$1,725
UP 2004-62 (AD)	2	2	$10,000	$10,000	$7,200
UP 2004-120 (AD)	2	2	$5,000	$5,000	$3,500
UP 2004-246 (AD)	3	6	$15,000	$15,000	$12,000
UP 2004-276 (AD)	4	4	$8,500	$8,500	$5,400
UP 2003-291 (AR)	1	1	$2,500	$2,500	$1,625
UP 2003-346 (AR)	1	1	$2,500	$2,500	$2,250
UP 2003-360 (AR)	1	1	$2,500	$2,500	$1,550
UP 2003-363 (AR)	2	2	$5,000	$5,000	$3,300

UP 2004-20 (AR)	3	3	$10,000	$7,500	$5,750
UP 2004-28 (AR)	9	9	$22,500	$20,000	$13,050
UP 2004-30 (AR)	5	5	$12,500	$10,000	$6,400
UP 2004-85 (AR)	1	1	$2,500	$2,500	$1,650
UP 2004-108 (AR)	3	3	$7,500	$5,000	$3,000
UP 2004-126 (AR)	7	7	$17,500	$17,500	$10,500
UP 2004-141 (AR)	1	1	$2,500	$2,500	$1,750
UP 2004-204 (AR)	3	3	$7,500	$5,000	$2,375
UP 2004-223 (AR)	4	4	$10,000	$10,000	$6,500
UP 2004-251 (AR)	1	1	$2,500	$2,500	$2,000
UP 2004-52 (EP)	1	1	$1,000	$1,000	$660
UP 2004-200 (EP)	1	1	$1,000	$1,000	$660
UP 2004-55 (EQ)	1	1	$2,000	$2,000	$1,500
UP 2004-121 (EQ)	1	1	$2,500	$2,500	$1,800
UP 2004-168 (EQ)	1	1	$5,000	$5,000	$3,250
UP 2004-199 (EQ)	1	1	$5,000	$5,000	$3,250
UP 2004-225 (EQ)	1	1	$5,000	$5,000	$4,000
UP 2004-230 (EQ)	1	1	$5,000	$5,000	$3,850
UP 2004-239 (EQ)	1	1	$2,500	$2,500	$2,000
UP 2005-45 (EQ)	1	1	$2,500	$2,500	$1,850
UP 2004-2 (FCS)	3	3	$12,500	$12,500	$9,400
UP 2004-31 (FCS)	1	1	$5,000	$5,000	$3,500
UP 2004-35 (FCS)	5	5	$12,500	$12,500	$9,300
UP 2004-47 (FCS)	1	1	$2,500	$2,500	$1,900
UP 2004-51 (FCS)	3	3	$10,000	$10,000	$7,000
UP 2004-58 (FCS)	2	2	$5,000	$5,000	$3,750
UP 2004-64 (FCS)	3	3	$7,500	$7,500	$4,700
UP 2004-65 (FCS)	1	1	$5,000	$5,000	$4,000
UP 2004-72 (FCS)	1	1	$2,500	$2,500	$1,900
UP 2004-82 (FCS)	4	4	$10,000	$10,000	$5,400
UP 2004-98 (FCS)	1	1	$2,500	$2,500	$1,900
UP 2004-104 (FCS)	3	3	$7,500	$7,500	$4,900
UP 2004-105 (FCS)	1	1	$5,000	$0	$0
UP 2004-106 (FCS)	1	1	$2,500	$2,500	$1,900
UP 2004-133 (FCS)	3	3	$12,500	$12,500	$9,000
UP 2004-149 (FCS)	5	5	$17,500	$17,500	$10,600
UP 2004-165 (FCS)	5	5	$20,000	$20,000	$14,200
UP 2004-173 (FCS)	1	1	$2,500	$2,500	$1,875
UP 2004-181 (FCS)	5	5	$18,500	$18,500	$11,000
UP 2004-186 (FCS)	1	1	$5,000	$5,000	$4,100
UP 2004-192 (FCS)	2	2	$5,000	$5,000	$3,000
UP 2004-197 (FCS)	1	1	$2,500	$2,500	$1,900
UP 2004-213 (FCS)	5	5	$21,000	$18,500	$13,600
UP 2004-232 (FCS)	1	1	$2,500	$2,500	$1,800
UP 2004-249 (FCS)	6	6	$17,500	$17,500	$14,100
UP 2004-255 (FCS)	1	1	$2,500	$2,500	$1,800
UP 2004-264 (FCS)	2	2	$7,500	$7,500	$4,500
UP 2004-274 (FCS)	2	2	$5,000	$5,000	$3,800
UP 2004-285 (FCS)	2	2	$5,000	$5,000	$3,800
UP 2004-287 (FCS)	3	3	$7,500	$7,500	$5,700
UP 2005-5 (FCS)	2	2	$5,000	$5,000	$2,375
UP 2005-36 (FCS)	1	1	$2,500	$2,500	$1,900

UP 2005-40 (FCS)	1	1	$2,500	$2,500	$1,500
UP 2004-33 (GC)	1	1	$5,000	$5,000	$4,250
UP 2004-50 (GC)	1	1	$5,000	$5,000	$3,750
UP 2004-122 (GC)	2	2	$10,000	$10,000	$9,000
UP 2004-148 (GC)	1	1	$5,000	$5,000	$4,000
UP 2004-247 (GC)	2	2	$10,000	$10,000	$8,500
UP 2004-273 (GC)	1	1	$5,000	$5,000	$4,250
UP 2004-299 (GC)	1	1	$5,000	$5,000	$4,250
UP 2005-14 (GC)	2	2	$7,500	$7,500	$6,000
UP 2005-41 (GC)	1	1	$5,000	$5,000	$3,750
UP 2005-46 (GC)	2	4	$20,000	$20,000	$15,000
UP 2005-186 (GC)	1	1	$5,000	$5,000	$4,500
UP 2004-260 (GS)	1	1	$1,000	$1,000	$650
UP 2003-338 (HMT)	4	7	$44,500	$44,500	$33,375
UP 2003-350 (HMT)	2	3	$13,500	$13,500	$11,075
UP 2003-361 (HMT)	3	16	$69,500	$69,500	$38,995
UP 2004-16 (HMT)	2	8	$44,500	$44,500	$35,600
UP 2004-26 (HMT)	1	6	$30,000	$30,000	$20,250
UP 2004-27 (HMT)	1	1	$6,000	$6,000	$5,100
UP 2004-40 (HMT)	1	2	$10,500	$10,500	$7,500
UP 2004-41 (HMT)	1	5	$21,000	$21,000	$15,750
UP 2004-42 (HMT)	2	4	$13,000	$8,000	$6,950
UP 2004-48 (HMT)	1	1	$5,000	$5,000	$3,500
UP 2004-71 (HMT)	2	2	$8,000	$8,000	$6,000
UP 2004-73 (HMT)	1	1	$2,000	$2,000	$1,500
UP 2004-78 (HMT)	1	1	$1,000	$1,000	$600
UP 2004-79 (HMT)	2	4	$27,000	$27,000	$20,000
UP 2004-83 (HMT)	1	1	$6,000	$6,000	$4,800
UP 2004-88 (HMT)	1	1	$1,000	$1,000	$850
UP 2004-95 (HMT)	2	4	$13,500	$13,500	$10,550
UP 2004-100 (HMT)	1	6	$6,000	$6,000	$4,800
UP 2004-101 (HMT)	2	3	$15,500	$15,500	$11,500
UP 2004-102 (HMT)	1	1	$5,000	$5,000	$3,750
UP 2004-112 (HMT)	4	7	$37,000	$29,500	$23,600
UP 2004-113 (HMT)	4	5	$21,000	$21,000	$16,000
UP 2004-124 (HMT)	2	2	$3,000	$3,000	$2,450
UP 2004-129 (HMT)	2	2	$3,000	$3,000	$2,450
UP 2004-132 (HMT)	4	7	$27,000	$27,000	$18,900
UP 2004-136 (HMT)	1	1	$2,000	$2,000	$1,200
UP 2004-137 (HMT)	1	1	$7,500	$7,500	$6,000
UP 2004-139 (HMT)	1	1	$2,500	$2,500	$1,750
UP 2004-146 (HMT)	3	7	$26,000	$26,000	$19,500
UP 2004-150 (HMT)	1	2	$2,000	$2,000	$1,600
UP 2004-161 (HMT)	5	5	$23,500	$23,500	$15,000
UP 2004-169 (HMT)	1	3	$15,000	$15,000	$10,000
UP 2004-171 (HMT)	1	3	$7,500	$7,500	$5,250
UP 2004-172 (HMT)	1	1	$2,500	$2,500	$1,750
UP 2004-203 (HMT)	1	1	$5,000	$5,000	$4,250
UP 2004-207 (HMT)	1	2	$15,000	$15,000	$11,250
UP 2004-218 (HMT)	2	5	$25,000	$25,000	$16,250
UP 2004-235 (HMT)	1	1	$1,000	$1,000	$750
UP 2004-241 (HMT)	3	4	$20,000	$20,000	$14,000

UP 2004-242 (HMT)	3	3	$10,000	$10,000	$7,000
UP 2004-243 (HMT)	2	2	$7,500	$7,500	$5,000
UP 2004-256 (HMT)	1	2	$6,500	$6,500	$5,400
UP 2004-267 (HMT)	1	1	$1,000	$1,000	$850
UP 2004-271 (HMT)	1	1	$2,500	$2,500	$1,500
UP 2004-280 (HMT)	3	4	$18,000	$13,000	$8,000
UP 2004-281 (HMT)	3	5	$27,500	$27,500	$22,265
UP 2004-284 (HMT)	1	1	$1,000	$1,000	$850
UP 2004-288 (HMT)	1	1	$10,000	$10,000	$8,000
UP 2004-293 (HMT)	1	1	$15,000	$15,000	$12,750
UP 2004-298 (HMT)	1	2	$4,000	$4,000	$3,000
UP 2005-17 (HMT)	1	1	$7,500	$7,500	$6,000
UP 2005-18 (HMT)	4	4	$19,000	$19,000	$13,500
UP 2005-21 (HMT)	1	2	$6,000	$6,000	$4,000
UP 2005-22 (HMT)	1	1	$2,500	$2,500	$1,750
UP 2005-23 (HMT)	2	2	$4,500	$4,500	$3,150
UP 2005-30 (HMT)	2	4	$8,500	$8,500	$5,600
UP 2003-397 (HS)	1	1	$1,000	$1,000	$730
UP 2004-61 (HS)	2	3	$3,000	$3,000	$2,200
UP 2004-84 (HS)	2	2	$2,000	$2,000	$1,530
UP 2004-107 (HS)	4	8	$8,000	$8,000	$4,800
UP 2004-127 (HS)	1	1	$1,000	$1,000	$730
UP 2004-142 (HS)	2	4	$4,000	$4,000	$2,900
UP 2004-147 (HS)	6	6	$6,000	$6,000	$4,330
UP 2004-155 (HS)	1	1	$1,000	$1,000	$750
UP 2004-159 (HS)	1	2	$2,000	$2,000	$1,560
UP 2004-177 (HS)	2	2	$2,000	$2,000	$1,350
UP 2004-205 (HS)	1	2	$2,000	$2,000	$1,200
UP 2004-250 (HS)	1	1	$1,000	$1,000	$750
UP 2004-272 (HS)	2	2	$2,000	$2,000	$1,500
UP 2004-292 (HS)	1	2	$2,000	$2,000	$1,200
UP 2005-11 (HS)	1	3	$3,000	$3,000	$1,950
UP 2003-367 (HSR)	1	1	$1,000	$1,000	$680
UP 2004-86 (HSR)	1	1	$1,000	$1,000	$700
UP 2004-128 (HSR)	2	3	$3,000	$3,000	$2,100
UP 2004-160 (HSR)	1	10	$10,000	$10,000	$7,500
UP 2004-278 (HSR)	1	5	$5,000	$5,000	$4,000
UP 2005-34 (HSR)	3	3	$3,000	$3,000	$2,380
UP 2003-380 (LI)	6	4	$10,000	$10,000	$5,000
UP 2003-398 (LI)	2	2	$2,000	$2,000	$1,200
UP 2004-10 (LI)	3	3	$4,500	$4,500	$3,000
UP 2004-12 (LI)	2	2	$5,000	$5,000	$3,500
UP 2004-54 (LI)	11	11	$25,500	$25,500	$16,500
UP 2004-68 (LI)	7	7	$21,000	$21,000	$14,700
UP 2004-76 (LI)	1	1	$2,500	$0	$0
UP 2004-97 (LI)	1	1	$5,000	$5,000	$4,000
UP 2004-111 (LI)	8	8	$35,500	$32,500	$20,700
UP 2004-114 (LI)	9	9	$28,500	$27,000	$18,300
UP 2004-115 (LI)	5	5	$31,000	$31,000	$19,700
UP 2004-134 (LI)	5	5	$15,000	$15,000	$11,000
UP 2004-138 (LI)	2	2	$12,500	$12,500	$9,500
UP 2004-152 (LI)	9	9	$23,000	$23,000	$15,500

UP 2004-167 (LI)	12	12	$14,000	$14,000	$8,800
UP 2004-174 (LI)	3	3	$12,500	$12,500	$9,200
UP 2004-187 (LI)	8	8	$30,500	$30,500	$21,000
UP 2004-198 (LI)	8	8	$11,000	$11,000	$7,250
UP 2004-221 (LI)	5	5	$30,000	$30,000	$20,000
UP 2004-222 (LI)	6	6	$18,000	$18,000	$11,500
UP 2004-226 (LI)	1	1	$2,000	$2,000	$1,200
UP 2004-245 (LI)	7	7	$30,000	$30,000	$21,800
UP 2004-275 (LI)	5	5	$14,500	$14,500	$10,000
UP 2005-2 (LI)	7	7	$14,000	$14,000	$9,700
UP 2005-27 (LI)	9	13	$28,500	$28,500	$17,875
UP 2004-202 (REM)	1	1	$5,000	$5,000	$3,800
UP 2004-265 (REM)	3	3	$6,000	$6,000	$4,100
UP 2005-4 (REM)	1	1	$2,500	$2,500	$1,700
UP 2004-57 (ROP)	1	1	$5,000	$5,000	$4,200
UP 2004-63 (ROP)	2	2	$7,000	$7,000	$4,500
UP 2004-87 (ROP)	1	1	$5,000	$5,000	$3,400
UP 2004-144 (ROP)	1	1	$5,000	$5,000	$3,500
UP 2004-180 (ROP)	2	2	$10,000	$10,000	$6,600
UP 2004-185 (ROP)	2	2	$10,000	$10,000	$6,000
UP 2004-214 (ROP)	2	2	$7,000	$7,000	$4,000
UP 2004-228 (ROP)	1	1	$5,000	$5,000	$3,700
UP 2004-261 (ROP)	1	1	$5,000	$5,000	$3,600
UP 2005-7 (ROP)	2	2	$7,500	$7,500	$5,200
UP 2005-16 (ROP)	3	3	$12,000	$12,000	$9,400
UP 2005-53 (ROP)	1	1	$5,000	$5,000	$3,100
UP 2004-201 (ROR)	1	1	$5,000	$5,000	$3,750
UP 2004-262 (ROR)	1	1	$5,000	$5,000	$3,000
UP 2004-60 (RSP)	2	2	$2,000	$2,000	$1,500
UP 2004-96 (RSP)	1	1	$5,000	$5,000	$4,000
UP 2004-119 (RSP)	1	1	$5,000	$5,000	$4,000
UP 2004-125 (RSP)	1	4	$9,500	$9,500	$6,900
UP 2004-145 (RSP)	2	2	$6,000	$6,000	$3,900
UP 2004-206 (RSP)	2	2	$2,000	$2,000	$1,500
UP 2004-210 (RSP)	2	14	$18,000	$18,000	$12,600
UP 2004-220 (RSP)	4	4	$7,000	$7,000	$4,600
UP 2004-227 (RSP)	1	1	$5,000	$5,000	$3,500
UP 2004-266 (RSP)	2	2	$10,000	$0	$0
UP 2004-297 (RSP)	1	2	$2,000	$2,000	$1,000
UP 2003-385 (RW)	5	5	$8,500	$6,000	$4,350
UP 2003-396 (RW)	5	5	$7,000	$7,000	$5,000
UP 2004-32 (RW)	3	3	$5,000	$5,000	$3,500
UP 2004-53 (RW)	1	1	$1,000	$1,000	$700
UP 2004-75 (RW)	2	2	$2,000	$2,000	$1,300
UP 2004-116 (RW)	1	1	$1,000	$1,000	$680
UP 2004-135 (RW)	3	3	$3,000	$3,000	$1,975
UP 2004-153 (RW)	2	2	$2,000	$2,000	$1,300
UP 2004-156 (RW)	1	2	$5,000	$5,000	$3,500
UP 2004-166 (RW)	4	4	$9,000	$6,000	$5,100
UP 2004-188 (RW)	1	1	$1,000	$1,000	$680
UP 2004-237 (RW)	2	2	$2,000	$2,000	$1,350
UP 2004-238 (RW)	1	1	$1,000	$1,000	$680

UP 2004-252 (RW)	1	1	$1,000	$1,000	$680
UP 2005-28 (RW)	5	5	$6,000	$6,000	$4,000
UP 2003-286 (SA)	3	4	$25,000	$25,000	$17,500
UP 2003-328 (SA)	5	5	$15,000	$15,000	$10,500
UP 2003-370 (SA)	2	2	$7,500	$7,500	$5,100
UP 2003-378 (SA)	3	3	$7,500	$7,500	$5,375
UP 2003-402 (SA)	1	1	$2,500	$2,500	$1,500
UP 2004-8 (SA)	3	3	$12,500	$10,000	$8,000
UP 2004-14 (SA)	3	3	$10,000	$10,000	$6,900
UP 2004-21 (SA)	4	4	$15,000	$15,000	$11,100
UP 2004-36 (SA)	5	5	$17,500	$17,500	$12,250
UP 2004-38 (SA)	4	4	$10,000	$10,000	$7,300
UP 2004-46 (SA)	6	6	$17,500	$17,500	$12,500
UP 2004-56 (SA)	3	3	$12,500	$10,000	$7,500
UP 2004-66 (SA)	3	3	$10,000	$10,000	$6,400
UP 2004-67 (SA)	5	5	$17,500	$17,500	$12,750
UP 2004-69 (SA)	3	3	$7,500	$7,500	$4,500
UP 2004-70 (SA)	4	4	$10,000	$10,000	$6,875
UP 2004-77 (SA)	1	1	$2,500	$2,500	$1,500
UP 2004-80 (SA)	5	5	$12,500	$12,500	$7,900
UP 2004-99 (SA)	5	9	$37,500	$37,500	$28,000
UP 2004-109 (SA)	5	5	$15,000	$15,000	$11,750
UP 2004-110 (SA)	7	7	$27,500	$25,000	$15,200
UP 2004-131 (SA)	5	5	$12,500	$12,500	$9,125
UP 2004-140 (SA)	2	2	$7,500	$7,500	$4,900
UP 2004-151 (SA)	6	6	$25,000	$17,500	$12,500
UP 2004-154 (SA)	6	6	$17,500	$15,000	$10,500
UP 2004-157 (SA)	3	3	$10,000	$10,000	$6,500
UP 2004-170 (SA)	2	2	$15,000	$15,000	$7,200
UP 2004-175 (SA)	4	4	$11,000	$11,000	$7,400
UP 2004-178 (SA)	7	7	$22,500	$22,500	$14,000
UP 2004-179 (SA)	7	7	$20,000	$17,500	$13,575
UP 2004-184 (SA)	2	2	$10,000	$10,000	$7,400
UP 2004-193 (SA)	5	7	$30,000	$30,000	$24,000
UP 2004-194 (SA)	6	6	$22,500	$22,500	$15,300
UP 2004-208 (SA)	5	5	$12,500	$12,500	$7,500
UP 2004-212 (SA)	9	9	$40,000	$40,000	$26,750
UP 2004-216 (SA)	3	3	$20,000	$15,000	$9,000
UP 2004-253 (SA)	7	7	$20,000	$20,000	$12,500
UP 2004-254 (SA)	6	6	$18,500	$16,000	$10,025
UP 2004-257 (SA)	7	7	$30,000	$30,000	$20,355
UP 2004-258 (SA)	6	6	$30,000	$20,000	$16,125
UP 2004-259 (SA)	7	7	$20,000	$17,500	$10,750
UP 2004-270 (SA)	4	4	$20,000	$17,500	$11,000
UP 2004-282 (SA)	9	9	$45,000	$45,000	$29,000
UP 2004-283 (SA)	7	7	$25,000	$22,500	$15,000
UP 2004-286 (SA)	7	7	$22,500	$20,000	$12,250
UP 2004-291 (SA)	1	1	$2,500	$2,500	$2,000
UP 2004-296 (SA)	1	1	$5,000	$5,000	$4,000
UP 2005-1 (SA)	4	4	$15,000	$15,000	$11,250
UP 2005-3 (SA)	7	7	$27,500	$25,000	$19,625
UP 2005-8 (SA)	9	9	$32,500	$30,000	$22,375

UP 2005-9 (SA)	8	8	$20,000	$20,000	$13,000
UP 2005-12 (SA)	6	6	$20,000	$20,000	$12,000
UP 2005-13 (SA)	5	5	$17,500	$17,500	$13,250
UP 2005-24 (SA)	8	8	$37,500	$37,500	$22,750
UP 2005-25 (SA)	9	9	$30,000	$30,000	$20,000
UP 2005-33 (SA)	2	2	$12,500	$12,500	$9,375
UP 2005-37 (SA)	1	1	$2,500	$2,500	$1,625
UP 2005-42 (SA)	2	2	$7,500	$7,500	$6,000
UP 2003-307 (SI)	1	1	$5,000	$5,000	$3,500
UP 2004-18 (SI)	2	2	$5,000	$5,000	$3,000
UP 2004-44 (SI)	1	1	$5,000	$5,000	$3,500
UP 2004-59 (SI)	1	1	$2,500	$2,500	$2,125
UP 2004-176 (SI)	1	1	$7,500	$7,500	$7,000
UP 2004-196 (SI)	1	1	$1,000	$1,000	$800
UP 2004-215 (SI)	1	3	$7,500	$7,500	$6,000
UP 2004-231 (SI)	2	2	$7,500	$2,500	$1,750
UP 2004-240 (SI)	2	2	$10,000	$10,000	$6,500
UP 2004-248 (SI)	1	1	$2,500	$2,500	$2,000
UP 2004-263 (SI)	2	2	$2,000	$2,000	$1,700
UP 2005-10 (SI)	1	1	$2,500	$2,500	$1,875
UP 2005-39 (SI)	4	4	$11,000	$11,000	$9,150
UP 2003-29 (TS)	1	3	$3,000	$3,000	$2,100
UP 2003-372 (TS)	2	3	$7,500	$7,500	$5,500
UP 2003-392 (TS)	1	1	$2,500	$2,500	$1,750
UP 2004-4 (TS)	5	5	$15,000	$15,000	$10,500
UP 2004-15 (TS)	3	4	$15,000	$15,000	$10,750
UP 2004-25 (TS)	1	4	$7,000	$7,000	$5,300
UP 2004-49 (TS)	1	15	$15,000	$15,000	$12,000
UP 2004-74 (TS)	6	7	$17,500	$17,500	$13,000
UP 2004-81 (TS)	1	1	$5,000	$5,000	$3,700
UP 2004-89 (TS)	2	4	$15,000	$15,000	$11,500
UP 2004-90 (TS)	2	2	$5,000	$2,500	$2,000
UP 2004-91 (TS)	2	4	$12,500	$12,500	$9,400
UP 2004-92 (TS)	1	1	$1,000	$1,000	$680
UP 2004-93 (TS)	2	2	$7,500	$5,000	$4,000
UP 2004-94 (TS)	1	6	$30,000	$30,000	$24,600
UP 2004-103 (TS)	2	5	$22,500	$22,500	$15,875
UP 2004-123 (TS)	1	1	$2,000	$2,000	$1,600
UP 2004-158 (TS)	3	3	$5,500	$5,500	$4,075
UP 2004-162 (TS)	2	3	$6,000	$6,000	$4,800
UP 2004-163 (TS)	3	7	$17,000	$17,000	$12,000
UP 2004-164 (TS)	4	26	$77,500	$77,500	$54,875
UP 2004-182 (TS)	3	7	$21,000	$21,000	$14,000
UP 2004-183 (TS)	1	2	$3,500	$3,500	$2,150
UP 2004-189 (TS)	1	1	$7,000	$7,000	$5,600
UP 2004-190 (TS)	1	1	$1,000	$1,000	$750
UP 2004-191 (TS)	1	1	$1,000	$1,000	$750
UP 2004-209 (TS)	1	1	$7,000	$7,000	$5,600
UP 2004-211 (TS)	1	1	$5,000	$5,000	$4,000
UP 2004-219 (TS)	1	1	$1,000	$1,000	$700
UP 2004-229 (TS)	4	4	$15,000	$15,000	$10,950
UP 2004-236 (TS)	2	3	$10,000	$10,000	$7,500

UP 2004-244 (TS)	2	2	$7,500	$7,500	$5,400
UP 2004-268 (TS)	1	1	$5,000	$5,000	$4,000
UP 2004-269 (TS)	2	3	$10,000	$10,000	$7,250
UP 2004-279 (TS)	1	2	$5,000	$5,000	$3,650
UP 2004-294 (TS)	3	3	$7,000	$7,000	$5,430
UP 2004-295 (TS)	3	3	$4,500	$4,500	$3,250
UP 2005-19 (TS)	4	6	$9,000	$9,000	$7,100
UP 2005-31 (TS)	2	2	$10,000	$10,000	$7,500
UP 2005-44 (TS)	1	2	$3,500	$3,500	$2,500
WE 2004-2 (FCS)	1	1	$2,500	$2,500	$1,500
WE 2004-5 (HMT)	1	1	$5,000	$5,000	$2,700
WE 2005-1 (HMT)	1	1	$5,000	$5,000	$3,250
WE 2004-3 (LI)	1	1	$7,500	$7,500	$3,800
WE 2004-1 (SA)	1	1	$10,000	$10,000	$4,000
WPRR 2003-1 (SA)	1	1	$2,500	$2,500	$1,500
WPRR 2003-2 (SA)	1	1	$5,000	$5,000	$3,450
WPRR 2004-1 (SA)	3	3	$7,500	$7,500	$4,650
WPRR 2004-2 (SA)	1	1	$5,000	$5,000	$3,050
WPRR 2005-3 (SA)	1	1	$5,000	$5,000	$5,000
WPRR 2005-4 (SA)	1	1	$2,500	$2,500	$2,500
WPRR 2005-1 (TS)	1	2	$5,000	$5,000	$3,000
WTLC 2004-1 (TS)	1	1	$1,000	$1,000	$700
WTRM 2002-1 (GC)	1	6	$6,000	$0	$0
WTRY 2004-1 (LI)	1	1	$6,000	$6,000	$3,500
WVRD 2004-1 (RW	1	1	$3,000	$3,000	$2,000
WVSR 2004-2 (LI)	1	1	$5,000	$0	$0
WVSR 2004-1 (SA)	1	1	$5,000	$0	$0
YSLR 2002-4 (AR)	1	1	$2,500	$2,500	$500
YSLR 2003-1 (HMT	1	1	$2,000	$2,000	$1,000
YSLR 2002-2 (SA)	3	3	$10,000	$0	$0
YSLR 2002-3 (TS)	1	1	$5,000	$5,000	$2,000
Totals:			**$10,767,500**	**$10,223,000**	**$7,061,785**

FY2006 Info

FRA No.	# of Reports	# of Violations	Assessed Amount	PRCA Amount	Settlement Amount
AGCR 2005-1 (SA)	1	1	$2,500	$2,500	$2,500
ALS 2006-2 (HS)	1	1	$1,000	$1,000	$1,000
ALS 2006-1 (HSR)	1	1	$1,000	$1,000	$1,000
ATK 2005-23 (AD)	1	1	$5,000	$5,000	$2,500
ATK 2005-38 (AD)	1	1	$2,500	$2,500	$1,350
ATK 2005-16 (AR)	2	2	$7,500	$7,500	$4,300
ATK 2005-39 (AR)	1	1	$2,500	$2,500	$1,500
ATK 2006-2 (AR)	2	2	$5,000	$5,000	$3,000
ATK 2005-36 (GC)	1	1	$5,000	$5,000	$4,000
ATK 2005-41 (GS)	8	8	$20,000	$20,000	$12,000
ATK 2005-15 (HS)	3	24	$24,000	$24,000	$15,600
ATK 2005-22 (HS)	4	4	$4,000	$4,000	$2,600
ATK 2005-27 (HS)	2	2	$2,000	$2,000	$1,190
ATK 2005-32 (HS)	1	2	$2,000	$2,000	$1,200
ATK 2005-34 (HS)	3	3	$3,000	$3,000	$1,950
ATK 2005-35 (HS)	4	4	$4,000	$4,000	$2,600
ATK 2005-40 (HS)	1	1	$1,000	$1,000	$650
ATK 2006-4 (HS)	8	8	$8,000	$8,000	$5,200
ATK 2005-26 (HSR)	3	3	$4,000	$4,000	$2,310
ATK 2005-31 (HSR)	1	1	$1,000	$1,000	$580
ATK 2005-17 (LI)	1	1	$2,500	$2,500	$1,500
ATK 2005-25 (LI)	1	1	$2,500	$2,500	$1,500
ATK 2005-20 (PEQ)	2	2	$5,000	$5,000	$3,500
ATK 2005-29 (PEQ)	10	10	$25,000	$25,000	$15,000
ATK 2005-30 (PEQ)	7	7	$27,000	$27,000	$16,200
ATK 2005-24 (ROP)	1	1	$5,000	$0	$0
ATK 2006-1 (RW)	1	2	$10,000	$10,000	$9,000
ATK 2005-21 (SA)	1	1	$2,500	$2,500	$1,700
ATK 2005-28 (SA)	2	2	$5,000	$5,000	$3,400
ATK 2006-3 (SA)	3	3	$10,000	$10,000	$6,200
ATK 2005-42 (SI)	2	2	$2,000	$2,000	$1,350
ATK 2005-43 (SI)	1	1	$5,000	$5,000	$3,700
AUAR 2006-1 (FCS)	1	1	$2,500	$2,500	$2,500
AZER 2006-1 (TS)	1	1	$1,000	$1,000	$1,000
AZER 2006-2 (TS)	1	1	$5,000	$5,000	$5,000
BAR 2002-1 (TS)	1	1	$5,000	$5,000	$5,000
BDTL 2002-4 (EQ)	1	1	$5,000	$5,000	$550
BDTL 2002-3 (HSR)	2	2	$2,000	$2,000	$1,100
BDTL 2002-2 (ROR)	1	1	$2,500	$2,500	$550
BKRR 2003-1 (AR)	1	1	$1,500	$1,500	$900
BLE 2005-1 (SA)	1	1	$5,000	$5,000	$3,500
BM 2005-2 (TS)	2	2	$2,000	$2,000	$1,200
BM 2005-3 (TS)	2	2	$3,500	$3,500	$2,160
BM 2006-1 (TS)	1	2	$7,500	$7,500	$5,160
BNSF 2002-160 (AD)	1	2	$5,000	$5,000	$3,000
BNSF 2005-228 (AD)	1	1	$2,500	$2,500	$1,250
BNSF 2004-197 (AR)	2	2	$5,000	$5,000	$3,125
BNSF 2005-125 (AR)	3	3	$7,500	$5,000	$2,500
BNSF 2005-163 (AR)	1	1	$2,500	$2,500	$2,125

BNSF 2005-209 (AR)	2	2	$5,000	$5,000	$3,750
BNSF 2005-219 (AR)	3	3	$7,500	$7,500	$5,500
BNSF 2005-267 (AR)	3	3	$7,500	$7,500	$4,625
BNSF 2005-230 (EP)	1	1	$1,500	$1,500	$1,125
BNSF 2005-108 (EQ)	1	1	$4,000	$4,000	$2,400
BNSF 2005-142 (EQ)	1	1	$1,000	$1,000	$600
BNSF 2005-166 (EQ)	1	1	$5,000	$5,000	$3,250
BNSF 2005-18 (FCS)	1	1	$2,500	$2,500	$1,625
BNSF 2005-40 (FCS)	1	1	$5,000	$5,000	$4,500
BNSF 2005-76 (FCS)	1	1	$2,500	$2,500	$1,625
BNSF 2005-117 (FC	1	1	$2,500	$2,500	$1,850
BNSF 2005-120 (FC	1	1	$2,500	$2,500	$2,050
BNSF 2005-132 (FC	1	1	$2,500	$2,500	$1,625
BNSF 2005-205 (FC	1	1	$2,500	$2,500	$1,625
BNSF 2005-245 (FC	1	1	$2,500	$2,500	$1,625
BNSF 2005-129 (GC	1	1	$5,000	$5,000	$3,000
BNSF 2005-182 (GC	1	1	$5,000	$5,000	$3,250
BNSF 2005-254 (GC	1	1	$5,000	$5,000	$3,500
BNSF 2004-44 (HMT	1	2	$7,000	$7,000	$4,830
BNSF 2004-198 (HM	1	1	$2,000	$2,000	$1,380
BNSF 2005-10 (HMT	1	3	$15,000	$15,000	$10,000
BNSF 2005-26 (HMT	1	1	$6,000	$6,000	$4,200
BNSF 2005-32 (HMT	1	1	$7,500	$7,500	$4,600
BNSF 2005-50 (HMT	1	2	$4,000	$4,000	$2,760
BNSF 2005-60 (HMT	1	1	$2,000	$2,000	$1,380
BNSF 2005-62 (HMT	1	2	$12,500	$12,500	$8,950
BNSF 2005-95 (HMT	1	1	$2,500	$2,500	$1,700
BNSF 2005-96 (HMT	1	1	$5,000	$0	$0
BNSF 2005-97 (HMT	1	1	$5,000	$5,000	$3,500
BNSF 2005-127 (HM	1	1	$2,500	$2,500	$1,700
BNSF 2005-128 (HM	1	1	$7,000	$7,000	$4,500
BNSF 2005-140 (HM	1	2	$10,000	$10,000	$7,200
BNSF 2005-171 (HM	2	5	$10,500	$10,500	$7,000
BNSF 2005-186 (HM	1	1	$2,000	$2,000	$1,400
BNSF 2005-201 (HM	1	1	$5,000	$5,000	$3,250
BNSF 2005-208 (HM	1	2	$13,500	$13,500	$9,500
BNSF 2005-220 (HM	1	1	$3,000	$3,000	$2,400
BNSF 2005-221 (HM	1	1	$3,000	$3,000	$2,100
BNSF 2005-222 (HM	1	1	$2,500	$2,500	$1,700
BNSF 2005-236 (HM	1	1	$2,000	$2,000	$1,400
BNSF 2006-20 (HMT	1	1	$4,000	$4,000	$2,620
BNSF 2006-45 (HMT	1	1	$5,000	$5,000	$3,500
BNSF 2006-46 (HMT	1	1	$2,500	$2,500	$1,700
BNSF 2006-48 (HMT	1	1	$2,000	$2,000	$1,400
BNSF 2005-75 (HS)	1	1	$1,000	$1,000	$750
BNSF 2005-200 (HS)	1	2	$2,000	$2,000	$1,400
BNSF 2006-22 (HS)	1	2	$2,000	$2,000	$1,200
BNSF 2005-28 (HSR	1	1	$1,000	$1,000	$850
BNSF 2005-74 (HSR	2	2	$2,000	$2,000	$1,700
BNSF 2005-139 (HS	2	4	$4,000	$4,000	$2,600
BNSF 2005-162 (HS	1	1	$1,000	$1,000	$650
BNSF 2005-207 (HS	1	11	$11,000	$11,000	$7,150
BNSF 2005-266 (HS	4	4	$4,000	$4,000	$2,600
BNSF 2005-41 (LI)	2	2	$12,500	$12,500	$8,905
BNSF 2005-71 (LI)	2	23	$23,000	$23,000	$18,000
BNSF 2005-109 (LI)	3	4	$11,500	$11,500	$8,475
BNSF 2005-113 (LI)	1	1	$1,000	$1,000	$650

BNSF 2005-152 (LI)	1	1	$2,500	$2,500	$2,175
BNSF 2005-165 (LI)	1	1	$2,500	$2,500	$2,175
BNSF 2005-215 (LI)	7	7	$15,500	$15,500	$11,500
BNSF 2005-246 (LI)	1	1	$2,500	$2,500	$1,675
BNSF 2006-3 (LI)	1	1	$2,000	$2,000	$1,300
BNSF 2006-8 (LI)	1	1	$2,500	$2,500	$1,675
BNSF 2005-251 (PE	1	1	$2,500	$2,500	$1,700
BNSF 2005-90 (REM	1	1	$5,000	$5,000	$3,250
BNSF 2002-191 (RO	1	1	$2,500	$2,500	$1,500
BNSF 2003-212 (RO	1	1	$2,500	$2,500	$1,500
BNSF 2005-84 (ROP	1	1	$2,500	$2,500	$1,625
BNSF 2005-203 (RO	1	1	$2,500	$2,500	$1,625
BNSF 2005-214 (RO	1	1	$2,500	$2,500	$1,625
BNSF 2006-31 (ROP	1	1	$2,500	$2,500	$1,625
BNSF 2003-60 (ROR	3	3	$15,000	$15,000	$9,000
BNSF 2005-69 (ROR	1	1	$5,000	$5,000	$3,000
BNSF 2005-256 (RO	1	1	$5,000	$5,000	$4,000
BNSF 2006-42 (ROR	2	2	$10,000	$10,000	$8,000
BNSF 2003-162 (RS	3	3	$3,000	$3,000	$2,250
BNSF 2004-204 (RS	2	2	$5,000	$5,000	$3,250
BNSF 2005-134 (RS	1	1	$5,000	$5,000	$3,500
BNSF 2005-238 (RS	2	2	$5,000	$5,000	$3,500
BNSF 2005-244 (RS	1	1	$2,500	$2,500	$1,800
BNSF 2005-49 (RW)	3	3	$6,000	$6,000	$4,140
BNSF 2005-93 (RW)	3	3	$6,000	$5,000	$3,360
BNSF 2005-116 (RW	1	1	$5,000	$5,000	$3,150
BNSF 2005-153 (RW	1	2	$4,000	$4,000	$2,520
BNSF 2005-184 (RW	1	2	$12,000	$12,000	$7,560
BNSF 2005-243 (RW	4	4	$5,000	$5,000	$3,250
BNSF 2005-15 (SA)	2	2	$10,000	$10,000	$6,480
BNSF 2005-29 (SA)	5	5	$15,000	$15,000	$9,264
BNSF 2005-35 (SA)	7	7	$27,500	$27,500	$18,840
BNSF 2005-37 (SA)	3	3	$12,500	$12,500	$8,160
BNSF 2005-46 (SA)	1	1	$2,500	$2,500	$1,512
BNSF 2005-47 (SA)	1	1	$2,500	$2,500	$1,560
BNSF 2005-51 (SA)	3	9	$42,500	$42,500	$31,521
BNSF 2005-57 (SA)	1	1	$2,500	$2,500	$1,920
BNSF 2005-58 (SA)	5	5	$12,500	$12,500	$3,312
BNSF 2005-59 (SA)	5	5	$15,000	$12,500	$5,688
BNSF 2005-63 (SA)	4	4	$12,500	$12,500	$7,440
BNSF 2005-64 (SA)	4	4	$10,000	$10,000	$5,160
BNSF 2005-65 (SA)	4	4	$10,000	$10,000	$4,896
BNSF 2005-66 (SA)	4	4	$10,000	$7,500	$5,760
BNSF 2005-67 (SA)	4	4	$10,000	$7,500	$5,400
BNSF 2005-68 (SA)	4	4	$9,500	$9,500	$5,904
BNSF 2005-70 (SA)	1	1	$2,500	$2,500	$1,560
BNSF 2005-72 (SA)	1	1	$2,500	$2,500	$1,560
BNSF 2005-77 (SA)	7	10	$30,000	$25,000	$14,880
BNSF 2005-78 (SA)	8	8	$22,500	$22,500	$12,576
BNSF 2005-83 (SA)	6	6	$15,000	$15,000	$9,360
BNSF 2005-85 (SA)	6	6	$17,500	$15,000	$10,080
BNSF 2005-91 (SA)	2	2	$5,000	$5,000	$3,360
BNSF 2005-101 (SA)	2	2	$5,000	$5,000	$2,520
BNSF 2005-103 (SA)	4	4	$12,500	$10,000	$5,568
BNSF 2005-104 (SA)	4	4	$10,000	$10,000	$5,568
BNSF 2005-110 (SA)	5	5	$12,500	$7,500	$5,040
BNSF 2005-111 (SA)	3	3	$7,500	$7,500	$5,160

BNSF 2005-114 (SA)	7	7	$20,000	$20,000	$13,368
BNSF 2005-115 (SA)	7	7	$17,500	$17,500	$10,248
BNSF 2005-123 (SA)	6	6	$17,500	$17,500	$10,368
BNSF 2005-124 (SA)	6	6	$20,000	$20,000	$14,640
BNSF 2005-130 (SA)	6	6	$15,000	$15,000	$9,600
BNSF 2005-131 (SA)	3	3	$7,500	$7,500	$3,888
BNSF 2005-137 (SA)	5	5	$11,500	$9,500	$5,088
BNSF 2005-138 (SA)	5	5	$12,500	$12,500	$4,896
BNSF 2005-143 (SA)	2	2	$5,000	$5,000	$3,600
BNSF 2005-145 (SA)	1	1	$2,500	$2,500	$1,680
BNSF 2005-146 (SA)	4	4	$10,000	$10,000	$6,120
BNSF 2005-157 (SA)	6	6	$17,500	$15,000	$11,260
BNSF 2005-159 (SA)	5	5	$11,500	$11,500	$7,440
BNSF 2005-160 (SA)	5	5	$12,500	$12,500	$8,040
BNSF 2005-161 (SA)	6	6	$15,000	$15,000	$9,408
BNSF 2005-167 (SA)	4	4	$17,000	$12,000	$8,500
BNSF 2005-168 (SA)	4	4	$10,000	$10,000	$4,968
BNSF 2005-176 (SA)	6	6	$19,500	$19,500	$13,260
BNSF 2005-181 (SA)	4	4	$11,000	$11,000	$5,928
BNSF 2005-183 (SA)	2	2	$5,000	$5,000	$3,360
BNSF 2005-193 (SA)	3	3	$7,500	$7,500	$4,560
BNSF 2005-194 (SA)	8	8	$27,500	$27,500	$13,536
BNSF 2005-195 (SA)	3	3	$9,500	$9,500	$5,760
BNSF 2005-196 (SA)	3	3	$7,500	$7,500	$4,368
BNSF 2005-197 (SA)	5	5	$12,500	$12,500	$8,640
BNSF 2005-198 (SA)	5	5	$14,500	$12,500	$5,856
BNSF 2005-202 (SA)	8	8	$19,000	$16,500	$9,168
BNSF 2005-204 (SA)	7	7	$29,500	$27,500	$16,920
BNSF 2005-206 (SA)	5	5	$12,500	$12,500	$5,616
BNSF 2005-212 (SA)	3	3	$6,000	$6,000	$2,880
BNSF 2005-213 (SA)	3	3	$7,500	$7,500	$3,528
BNSF 2005-216 (SA)	6	6	$17,500	$17,500	$12,560
BNSF 2005-217 (SA)	6	6	$21,500	$21,500	$13,920
BNSF 2005-218 (SA)	6	6	$16,500	$16,500	$9,080
BNSF 2005-224 (SA)	9	9	$29,500	$29,500	$20,390
BNSF 2005-225 (SA)	3	3	$10,000	$10,000	$6,240
BNSF 2005-226 (SA)	1	1	$5,000	$5,000	$3,600
BNSF 2005-234 (SA)	2	2	$4,500	$2,500	$550
BNSF 2005-235 (SA)	1	1	$2,500	$2,500	$1,920
BNSF 2005-249 (SA)	5	5	$22,500	$20,000	$14,472
BNSF 2005-250 (SA)	4	4	$10,000	$10,000	$6,720
BNSF 2005-257 (SA)	2	2	$7,500	$7,500	$5,040
BNSF 2005-259 (SA)	5	5	$12,000	$12,000	$7,488
BNSF 2005-260 (SA)	2	2	$5,000	$2,500	$1,824
BNSF 2005-262 (SA)	2	2	$20,000	$10,000	$7,680
BNSF 2005-263 (SA)	2	2	$4,500	$4,500	$3,110
BNSF 2005-264 (SA)	5	5	$17,000	$17,000	$11,914
BNSF 2005-265 (SA)	5	5	$17,500	$17,500	$12,096
BNSF 2005-272 (SA)	1	1	$2,500	$2,500	$1,680
BNSF 2006-1 (SA)	3	3	$7,500	$7,500	$5,112
BNSF 2006-2 (SA)	3	3	$9,500	$9,500	$6,384
BNSF 2006-5 (SA)	2	2	$5,000	$5,000	$3,744
BNSF 2006-6 (SA)	4	4	$10,000	$10,000	$6,720
BNSF 2006-7 (SA)	7	7	$17,500	$2,500	$1,680
BNSF 2006-12 (SA)	2	2	$7,500	$7,500	$5,040
BNSF 2006-15 (SA)	6	6	$22,500	$20,000	$12,960
BNSF 2006-16 (SA)	7	7	$22,500	$22,500	$14,688

BNSF 2006-17 (SA)	6	6	$14,000	$14,000	$9,005
BNSF 2006-18 (SA)	6	6	$50,000	$50,000	$36,000
BNSF 2006-29 (SA)	1	1	$10,000	$10,000	$6,720
BNSF 2006-32 (SA)	5	5	$17,000	$17,000	$11,424
BNSF 2006-35 (SA)	3	3	$12,500	$12,500	$8,400
BNSF 2006-37 (SA)	4	4	$10,000	$10,000	$5,760
BNSF 2006-39 (SA)	1	1	$5,000	$5,000	$3,840
BNSF 2006-50 (SA)	1	1	$2,500	$2,500	$1,920
BNSF 2006-55 (SA)	1	1	$2,500	$2,500	$1,440
BNSF 2006-59 (SA)	1	1	$2,500	$2,500	$1,440
BNSF 2006-60 (SA)	5	5	$14,500	$14,500	$9,466
BNSF 2006-61 (SA)	4	4	$12,000	$12,000	$9,101
BNSF 2006-62 (SA)	5	5	$15,000	$15,000	$11,088
BNSF 2005-118 (SI)	1	1	$2,500	$1,000	$700
BNSF 2005-122 (SI)	1	1	$1,000	$1,000	$650
BNSF 2005-133 (SI)	2	2	$7,500	$7,500	$4,625
BNSF 2005-237 (SI)	1	1	$5,000	$5,000	$3,250
BNSF 2005-274 (SI)	1	1	$5,000	$5,000	$3,250
BNSF 2005-13 (TS)	5	16	$38,500	$38,500	$26,325
BNSF 2005-20 (TS)	2	3	$12,500	$12,500	$8,450
BNSF 2005-22 (TS)	2	2	$6,000	$6,000	$3,950
BNSF 2005-24 (TS)	2	2	$5,000	$5,000	$3,375
BNSF 2005-44 (TS)	1	2	$2,000	$2,000	$1,300
BNSF 2005-52 (TS)	3	3	$7,000	$7,000	$4,500
BNSF 2005-53 (TS)	3	3	$15,000	$15,000	$10,000
BNSF 2005-55 (TS)	5	11	$30,000	$30,000	$19,825
BNSF 2005-56 (TS)	5	6	$18,500	$18,500	$12,525
BNSF 2005-61 (TS)	2	2	$10,000	$10,000	$6,700
BNSF 2005-79 (TS)	3	3	$11,000	$11,000	$7,600
BNSF 2005-80 (TS)	3	5	$17,000	$17,000	$11,700
BNSF 2005-81 (TS)	3	3	$8,500	$8,500	$5,825
BNSF 2005-86 (TS)	2	35	$80,000	$80,000	$53,600
BNSF 2005-87 (TS)	3	7	$34,500	$34,500	$24,050
BNSF 2005-88 (TS)	3	4	$12,500	$12,500	$8,375
BNSF 2005-89 (TS)	3	3	$6,000	$6,000	$4,450
BNSF 2005-92 (TS)	2	2	$3,500	$3,500	$2,325
BNSF 2005-98 (TS)	1	2	$7,500	$7,500	$4,500
BNSF 2005-99 (TS)	2	3	$10,000	$10,000	$6,900
BNSF 2005-100 (TS)	1	1	$1,000	$1,000	$600
BNSF 2005-102 (TS)	1	1	$5,000	$5,000	$3,350
BNSF 2005-105 (TS)	1	2	$6,000	$6,000	$4,020
BNSF 2005-106 (TS)	1	3	$7,500	$7,500	$5,075
BNSF 2005-107 (TS)	1	1	$2,500	$2,500	$1,650
BNSF 2005-119 (TS)	2	2	$5,000	$5,000	$3,450
BNSF 2005-121 (TS)	1	3	$3,000	$3,000	$1,900
BNSF 2005-135 (TS)	2	4	$20,000	$20,000	$14,500
BNSF 2005-136 (TS)	1	1	$1,000	$1,000	$650
BNSF 2005-141 (TS)	1	1	$2,500	$2,500	$1,625
BNSF 2005-144 (TS)	2	2	$10,000	$10,000	$6,700
BNSF 2005-148 (TS)	1	7	$32,500	$32,500	$21,425
BNSF 2005-149 (TS)	3	8	$32,500	$32,500	$21,425
BNSF 2005-150 (TS)	3	9	$19,000	$19,000	$12,700
BNSF 2005-151 (TS)	2	3	$12,000	$12,000	$7,970
BNSF 2005-154 (TS)	2	6	$20,000	$20,000	$12,950
BNSF 2005-155 (TS)	2	3	$15,000	$15,000	$9,800
BNSF 2005-156 (TS)	1	4	$17,500	$17,500	$12,550
BNSF 2005-158 (TS)	1	4	$15,000	$15,000	$9,950

BNSF 2005-169 (TS)	1	1	$2,500	$2,500	$1,800
BNSF 2005-170 (TS)	4	6	$15,500	$15,500	$10,665
BNSF 2005-172 (TS)	2	3	$12,500	$12,500	$8,250
BNSF 2005-173 (TS)	3	6	$30,000	$30,000	$20,550
BNSF 2005-174 (TS)	3	5	$13,500	$13,500	$9,075
BNSF 2005-175 (TS)	1	3	$15,000	$15,000	$9,950
BNSF 2005-178 (TS)	2	2	$7,500	$7,500	$5,075
BNSF 2005-179 (TS)	1	13	$57,500	$57,500	$39,375
BNSF 2005-180 (TS)	1	1	$5,000	$5,000	$3,750
BNSF 2005-185 (TS)	2	4	$10,000	$10,000	$6,500
BNSF 2005-187 (TS)	1	1	$5,000	$5,000	$3,250
BNSF 2005-189 (TS)	3	5	$17,000	$17,000	$11,050
BNSF 2005-190 (TS)	1	3	$3,000	$3,000	$1,950
BNSF 2005-191 (TS)	1	2	$2,000	$2,000	$1,300
BNSF 2005-192 (TS)	1	1	$5,000	$5,000	$3,500
BNSF 2005-210 (TS)	2	2	$3,500	$3,500	$2,450
BNSF 2005-211 (TS)	1	2	$5,000	$5,000	$3,250
BNSF 2005-223 (TS)	1	1	$5,000	$5,000	$3,250
BNSF 2005-231 (TS)	1	1	$5,000	$5,000	$3,250
BNSF 2005-232 (TS)	2	3	$11,000	$11,000	$7,700
BNSF 2005-233 (TS)	1	1	$5,000	$5,000	$3,500
BNSF 2005-240 (TS)	2	2	$7,500	$7,500	$5,100
BNSF 2005-241 (TS)	2	2	$7,500	$7,500	$4,875
BNSF 2005-242 (TS)	1	1	$2,500	$2,500	$2,000
BNSF 2005-247 (TS)	1	1	$5,000	$5,000	$3,500
BNSF 2005-258 (TS)	2	4	$10,000	$10,000	$6,200
BNSF 2005-270 (TS)	1	1	$1,000	$1,000	$650
BNSF 2006-27 (TS)	1	3	$7,500	$7,500	$4,650
BNSF 2006-53 (TS)	2	3	$7,500	$7,500	$4,875
BNSF 2006-67 (TS)	1	1	$2,500	$2,500	$1,625
BRC 2004-6 (AR)	1	1	$2,500	$2,500	$1,625
BRC 2004-7 (EQ)	3	3	$7,500	$7,500	$4,875
BRC 2005-3 (FCS)	2	2	$7,500	$7,500	$5,300
BRC 2005-7 (FCS)	2	2	$7,500	$7,500	$5,300
BRC 2005-9 (HMT)	1	3	$12,000	$12,000	$6,000
BRC 2005-5 (LI)	2	2	$7,500	$7,500	$5,100
BRC 2005-1 (SA)	1	1	$5,000	$5,000	$3,400
BRC 2005-2 (SA)	4	4	$20,000	$20,000	$13,600
BRC 2005-4 (SA)	1	1	$5,000	$3,400	$5,000
BRC 2005-6 (SA)	1	1	$5,000	$5,000	$3,400
BRC 2005-8 (SA)	4	4	$15,000	$15,000	$10,200
BRG 2005-2 (FCS)	1	1	$2,500	$2,500	$2,500
BRG 2005-1 (SA)	3	3	$10,000	$10,000	$8,500
BS 2004-3 (AR)	1	1	$2,500	$2,500	$1,250
BS 2003-1 (FCS)	1	1	$5,000	$5,000	$3,000
BS 2004-1 (ROP)	1	2	$7,000	$7,000	$4,500
BS 2004-2 (ROR)	1	1	$5,000	$5,000	$3,000
CBRM 2004-3 (EQ)	1	1	$2,500	$2,500	$500
CBRM 2004-2 (ROR)	1	1	$2,500	$2,500	$500
CBRM 2004-1 (TS)	1	4	$20,000	$0	$0
CCT 2004-2 (GC)	1	1	$1,000	$1,000	$650
CCT 2004-1 (HMT)	1	1	$2,500	$2,500	$1,875
CLC 2005-1 (AD)	1	1	$2,500	$2,500	$2,500
CN 2005-51 (AR)	1	1	$1,000	$1,000	$700
CN 2005-1 (FCS)	1	1	$2,500	$2,500	$1,750
CN 2005-10 (FCS)	1	1	$5,000	$5,000	$3,500
CN 2005-13 (FCS)	1	1	$2,500	$2,500	$1,750

CN 2005-34 (FCS)	3	3	$7,500	$7,500	$5,000
CN 2005-46 (FCS)	1	1	$2,500	$2,500	$1,750
CN 2005-49 (FCS)	3	3	$10,000	$10,000	$7,000
CN 2005-53 (FCS)	1	1	$5,000	$5,000	$3,500
CN 2005-54 (FCS)	3	3	$10,000	$10,000	$7,000
CN 2005-62 (FCS)	4	4	$10,000	$10,000	$7,000
CN 2005-2 (GC)	1	1	$5,000	$5,000	$3,500
CN 2005-23 (GC)	1	1	$5,000	$5,000	$3,500
CN 2005-40 (GC)	3	3	$3,000	$3,000	$2,000
CN 2005-41 (GC)	1	1	$5,000	$5,000	$3,500
CN 2005-55 (GC)	1	1	$5,000	$5,000	$3,500
CN 2005-63 (GC)	1	1	$5,000	$5,000	$3,500
CN 2005-65 (GC)	1	1	$5,000	$5,000	$3,500
CN 2006-2 (GC)	1	1	$1,000	$1,000	$700
CN 2005-44 (GS)	2	2	$5,000	$5,000	$3,250
CN 2005-3 (HMT)	1	1	$3,000	$3,000	$2,000
CN 2005-7 (HMT)	1	2	$7,500	$7,500	$5,000
CN 2005-14 (HMT)	1	1	$5,000	$5,000	$3,500
CN 2005-15 (HMT)	1	1	$5,000	$5,000	$3,350
CN 2005-17 (HMT)	1	1	$5,000	$5,000	$3,500
CN 2005-18 (HMT)	1	1	$5,000	$5,000	$3,500
CN 2005-24 (HMT)	1	1	$6,000	$6,000	$4,000
CN 2005-25 (HMT)	1	6	$12,000	$12,000	$8,400
CN 2005-26 (HMT)	1	1	$4,000	$4,000	$2,800
CN 2005-28 (HMT)	1	1	$2,000	$2,000	$1,400
CN 2005-35 (HMT)	2	13	$26,000	$26,000	$18,200
CN 2005-43 (HMT)	1	1	$5,000	$5,000	$3,500
CN 2005-45 (HMT)	1	1	$3,000	$3,000	$2,100
CN 2005-52 (HMT)	1	2	$4,000	$4,000	$2,800
CN 2005-59 (HMT)	1	1	$7,500	$7,500	$5,250
CN 2005-60 (HMT)	1	6	$12,000	$12,000	$8,400
CN 2005-61 (HMT)	1	1	$5,000	$5,000	$3,500
CN 2005-64 (HMT)	1	3	$15,000	$15,000	$10,500
CN 2006-6 (HMT)	1	1	$5,000	$5,000	$3,500
CN 2006-7 (HMT)	1	1	$4,000	$4,000	$2,800
CN 2006-8 (HMT)	1	1	$4,000	$4,000	$2,800
CN 2006-9 (HMT)	1	1	$5,000	$5,000	$3,500
CN 2005-22 (HS)	1	1	$1,000	$1,000	$700
CN 2005-6 (LI)	1	1	$5,000	$5,000	$3,500
CN 2005-38 (LI)	2	4	$10,000	$10,000	$7,000
CN 2005-48 (LI)	1	1	$2,500	$2,500	$1,750
CN 2005-27 (REM)	1	1	$2,500	$2,500	$1,625
CN 2005-9 (ROP)	3	3	$15,000	$15,000	$10,000
CN 2005-32 (RW)	1	1	$2,500	$2,500	$1,750
CN 2005-39 (RW)	1	1	$2,500	$2,500	$1,750
CN 2005-8 (SA)	6	6	$22,500	$22,500	$15,750
CN 2005-11 (SA)	4	4	$15,000	$15,000	$10,000
CN 2005-12 (SA)	1	1	$5,000	$5,000	$3,500
CN 2005-19 (SA)	3	3	$7,500	$7,500	$5,250
CN 2005-20 (SA)	1	1	$5,000	$5,000	$3,500
CN 2005-21 (SA)	1	1	$3,500	$3,500	$2,500
CN 2005-30 (SA)	1	1	$2,500	$2,500	$1,750
CN 2005-33 (SA)	2	2	$5,000	$5,000	$3,500
CN 2005-36 (SA)	1	1	$2,500	$2,500	$1,850
CN 2005-42 (SA)	1	1	$2,500	$2,500	$1,750
CN 2005-47 (SA)	2	2	$5,000	$5,000	$3,500
CN 2005-50 (SA)	1	1	$2,500	$2,500	$1,500

CN 2005-57 (SA)	2	2	$5,000	$5,000	$3,500
CN 2005-58 (SA)	3	3	$7,500	$7,500	$4,500
CN 2006-1 (SA)	2	2	$5,000	$5,000	$3,500
CN 2006-3 (SA)	2	2	$5,000	$5,000	$3,500
CN 2006-4 (SA)	1	1	$2,500	$2,500	$1,750
CN 2005-16 (SI)	1	1	$5,000	$5,000	$3,500
CN 2006-5 (SI)	1	1	$1,000	$1,000	$700
CN 2005-4 (TS)	1	42	$42,000	$42,000	$31,500
CN 2005-5 (TS)	1	43	$112,500	$112,500	$67,500
CN 2005-29 (TS)	1	1	$2,000	$2,000	$1,400
CN 2005-37 (TS)	2	10	$50,000	$50,000	$35,000
CN 2005-56 (TS)	1	8	$8,000	$8,000	$5,600
CNTP 2005-2 (FCS)	1	1	$2,000	$2,000	$1,400
CNTP 2005-1 (SA)	1	1	$2,500	$2,500	$1,700
CNTP 2005-3 (SA)	1	1	$2,500	$2,500	$1,700
CORP 2004-8 (FCS)	1	1	$2,500	$2,500	$1,625
CORP 2004-3 (LI)	1	1	$2,500	$2,500	$1,500
CORP 2005-5 (LI)	1	1	$5,000	$5,000	$3,000
CORP 2004-7 (ROP)	1	3	$12,000	$12,000	$7,050
CORP 2005-8 (ROR)	1	1	$5,000	$5,000	$3,500
CORP 2005-6 (RW)	1	1	$5,000	$5,000	$3,250
CORP 2004-4 (SA)	2	2	$7,500	$7,500	$5,250
CORP 2004-5 (SA)	2	2	$5,000	$5,000	$3,250
CORP 2004-6 (SA)	5	5	$20,000	$20,000	$13,000
CORP 2005-2 (SA)	1	1	$5,000	$5,000	$3,250
CORP 2005-10 (SA)	1	1	$5,000	$5,000	$3,000
CORP 2005-11 (SA)	2	2	$7,500	$7,500	$4,875
CORP 2005-12 (SA)	1	1	$2,500	$2,500	$1,625
CORP 2005-20 (SI)	1	1	$2,500	$2,500	$1,750
CORP 2005-1 (TS)	1	2	$5,000	$5,000	$3,250
CORP 2005-3 (TS)	1	2	$7,000	$7,000	$4,550
CORP 2005-4 (TS)	2	2	$7,500	$7,500	$4,875
CORP 2005-7 (TS)	1	3	$10,000	$10,000	$6,500
CORP 2005-9 (TS)	2	2	$7,500	$7,500	$4,875
CORP 2005-13 (TS)	3	3	$12,500	$12,500	$7,500
CORP 2005-14 (TS)	3	3	$7,000	$7,000	$4,200
CORP 2005-15 (TS)	1	3	$12,500	$12,500	$7,750
CORP 2005-16 (TS)	3	9	$23,000	$23,000	$13,800
CORP 2005-17 (TS)	3	5	$25,000	$25,000	$15,000
CORP 2005-19 (TS)	2	3	$11,000	$11,000	$6,800
CORP 2005-21 (TS)	2	2	$5,000	$5,000	$3,000
CORP 2005-22 (TS)	2	2	$5,000	$5,000	$3,000
CORP 2005-23 (TS)	1	1	$5,000	$5,000	$3,000
CP 2006-9 (AD)	1	1	$3,000	$3,000	$550
CP 2006-15 (AR)	1	1	$2,500	$2,500	$2,050
CP 2006-6 (FCS)	1	1	$5,000	$5,000	$3,600
CP 2006-4 (GC)	1	1	$5,000	$5,000	$3,600
CP 2006-7 (GC)	1	1	$5,000	$5,000	$3,600
CP 2005-9 (HMT)	1	2	$8,500	$8,500	$7,000
CP 2005-12 (HMT)	1	2	$4,000	$4,000	$2,600
CP 2005-17 (HMT)	1	2	$15,000	$4,000	$3,500
CP 2006-5 (HMT)	1	1	$5,000	$5,000	$3,250
CP 2005-10 (HS)	1	1	$1,000	$1,000	$670
CP 2005-14 (HS)	1	2	$2,000	$2,000	$1,400
CP 2006-3 (HS)	1	9	$9,000	$9,000	$7,650
CP 2006-12 (LI)	1	1	$2,500	$2,500	$1,800
CP 2006-11 (ROP)	1	1	$5,000	$5,000	$3,250

CP 2006-14 (RSP)	1	1	$5,000	$5,000	$3,600
CP 2006-1 (RW)	1	1	$3,000	$0	$0
CP 2006-8 (SA)	1	1	$5,000	$5,000	$3,600
CP 2006-10 (SA)	1	1	$2,500	$2,500	$1,800
CP 2006-13 (SA)	1	1	$2,500	$2,500	$1,800
CP 2006-2 (SI)	1	1	$5,000	$5,000	$5,000
CP 2002-7 (TS)	2	2	$27,000	$0	$0
CP 2002-11 (TS)	1	19	$19,000	$19,000	$15,200
CP 2002-17 (TS)	2	79	$395,000	$130,000	$91,250
CP 2005-11 (TS)	3	3	$7,500	$7,500	$6,750
CP 2005-13 (TS)	1	1	$2,500	$2,500	$1,700
CP 2005-16 (TS)	1	1	$5,000	$5,000	$3,750
CR 2005-6 (GC)	2	2	$5,000	$5,000	$4,500
CR 2005-8 (HMT)	1	1	$3,000	$3,000	$1,950
CR 2005-9 (HMT)	1	1	$3,000	$3,000	$2,100
CR 2005-10 (HMT)	1	1	$3,000	$3,000	$2,100
CR 2006-4 (HMT)	1	1	$2,000	$2,000	$1,250
CR 2005-4 (LI)	2	2	$2,000	$2,000	$1,200
CR 2005-11 (LI)	3	3	$10,000	$10,000	$6,200
CR 2005-13 (LI)	1	1	$2,000	$2,000	$1,300
CR 2005-14 (LI)	1	1	$1,000	$1,000	$650
CR 2006-2 (LI)	1	1	$3,500	$3,500	$2,900
CR 2006-6 (RW)	1	1	$5,000	$5,000	$3,600
CR 2005-7 (SA)	3	3	$10,000	$10,000	$8,250
CR 2006-1 (SA)	1	1	$5,000	$5,000	$3,250
CR 2006-3 (SA)	1	1	$2,500	$2,500	$2,250
CR 2006-5 (SA)	1	1	$2,500	$2,500	$1,625
CR 2005-5 (TS)	1	1	$5,000	$5,000	$3,250
CR 2005-12 (TS)	1	3	$6,000	$6,000	$4,500
CRL 2005-2 (AD)	1	1	$2,000	$2,000	$2,000
CRL 2006-4 (AD)	2	2	$3,500	$3,500	$1,800
CRL 2005-1 (AR)	1	1	$2,500	$2,500	$1,625
CRL 2005-3 (AR)	2	2	$5,000	$5,000	$4,325
CRL 2005-4 (AR)	1	3	$7,500	$7,500	$4,500
CRL 2004-1 (EQ)	1	1	$1,000	$1,000	$1,000
CRL 2006-3 (ROP)	1	1	$5,000	$5,000	$3,250
CRL 2006-1 (ROR)	1	1	$5,000	$5,000	$2,500
CRL 2006-5 (SA)	2	2	$10,000	$10,000	$6,000
CRRX 2005-1 (TS)	1	4	$8,000	$8,000	$6,000
CSS 2004-1 (REM)	1	1	$5,000	$5,000	$3,500
CSX 2005-25 (AR)	1	1	$2,500	$2,500	$1,600
CSX 2005-36 (AR)	1	1	$2,500	$2,500	$1,600
CSX 2005-50 (AR)	1	1	$2,500	$2,500	$1,600
CSX 2005-85 (AR)	5	5	$12,500	$10,000	$6,400
CSX 2005-97 (AR)	1	2	$5,000	$2,500	$1,600
CSX 2005-117 (AR)	1	1	$2,500	$0	$0
CSX 2005-130 (AR)	4	4	$10,000	$7,500	$4,700
CSX 2005-156 (AR)	4	4	$10,000	$7,500	$4,700
CSX 2005-168 (AR)	8	8	$20,000	$20,000	$12,800
CSX 2005-214 (AR)	2	2	$5,000	$5,000	$3,150
CSX 2005-227 (AR)	10	10	$25,000	$25,000	$16,000
CSX 2005-228 (AR)	10	10	$25,000	$25,000	$16,000
CSX 2005-229 (AR)	4	4	$8,500	$8,500	$5,500
CSX 2005-270 (AR)	1	1	$2,500	$2,500	$1,625
CSX 2006-8 (AR)	2	2	$5,000	$5,000	$3,250
CSX 2004-153 (FCS)	5	5	$12,500	$7,500	$4,950
CSX 2004-193 (FCS)	5	5	$20,000	$20,000	$13,250

CSX 2005-33 (FCS)	3	3	$7,500	$7,500	$4,875
CSX 2005-65 (FCS)	1	1	$5,000	$5,000	$3,250
CSX 2005-67 (FCS)	3	3	$7,500	$7,500	$4,900
CSX 2005-69 (FCS)	2	2	$5,000	$5,000	$3,400
CSX 2005-73 (FCS)	1	1	$5,000	$5,000	$3,400
CSX 2005-114 (FCS)	2	2	$4,500	$4,500	$3,000
CSX 2005-132 (FCS)	3	3	$7,500	$7,500	$5,000
CSX 2005-142 (FCS)	1	1	$2,500	$2,500	$1,500
CSX 2005-143 (FCS)	2	2	$5,000	$5,000	$3,350
CSX 2005-144 (FCS)	1	1	$2,500	$2,500	$1,550
CSX 2005-145 (FCS)	2	2	$5,000	$5,000	$3,400
CSX 2005-146 (FCS)	2	2	$5,000	$5,000	$3,350
CSX 2005-147 (FCS)	3	3	$12,500	$10,000	$6,800
CSX 2005-148 (FCS)	4	4	$17,500	$17,500	$11,600
CSX 2005-150 (FCS)	3	3	$7,500	$7,500	$5,050
CSX 2005-189 (FCS)	1	1	$5,000	$5,000	$3,350
CSX 2005-200 (FCS)	1	1	$2,500	$2,500	$1,625
CSX 2005-210 (FCS)	4	4	$10,000	$10,000	$6,500
CSX 2005-215 (FCS)	1	1	$2,500	$2,500	$1,650
CSX 2005-223 (FCS)	1	1	$2,500	$2,500	$1,675
CSX 2005-235 (FCS)	6	6	$15,000	$15,000	$10,000
CSX 2005-236 (FCS)	7	7	$16,000	$16,000	$10,500
CSX 2005-238 (FCS)	3	3	$12,500	$12,500	$8,400
CSX 2005-239 (FCS)	3	3	$10,000	$10,000	$6,700
CSX 2005-240 (FCS)	1	1	$5,000	$5,000	$3,200
CSX 2005-244 (FCS)	2	2	$5,000	$5,000	$3,300
CSX 2005-246 (FCS)	3	3	$7,500	$7,500	$4,900
CSX 2005-251 (FCS)	2	2	$5,000	$5,000	$3,350
CSX 2005-262 (FCS)	1	1	$2,500	$2,500	$1,650
CSX 2005-263 (FCS)	2	2	$5,000	$5,000	$3,125
CSX 2005-278 (FCS)	4	4	$10,000	$10,000	$6,600
CSX 2005-280 (FCS)	1	1	$2,500	$2,500	$1,625
CSX 2005-281 (FCS)	3	3	$7,500	$7,500	$4,925
CSX 2005-288 (FCS)	1	1	$2,500	$2,500	$1,650
CSX 2005-290 (FCS)	1	1	$5,000	$5,000	$3,400
CSX 2006-25 (FCS)	1	1	$2,500	$2,500	$1,700
CSX 2005-17 (GC)	1	1	$2,500	$2,500	$1,600
CSX 2005-44 (GC)	3	3	$12,500	$12,500	$8,500
CSX 2005-98 (GC)	1	1	$1,000	$1,000	$600
CSX 2005-101 (GC)	3	3	$12,500	$12,500	$8,000
CSX 2005-106 (GC)	1	1	$2,500	$2,500	$1,600
CSX 2005-129 (GC)	2	2	$3,500	$3,500	$2,200
CSX 2005-171 (GC)	2	2	$7,500	$7,500	$4,850
CSX 2005-172 (GC)	3	3	$11,000	$11,000	$7,120
CSX 2005-193 (GC)	1	1	$1,000	$1,000	$600
CSX 2005-194 (GC)	6	6	$9,000	$6,500	$4,180
CSX 2005-195 (GC)	1	1	$1,000	$1,000	$640
CSX 2005-199 (GC)	1	1	$5,000	$5,000	$3,250
CSX 2005-218 (GC)	1	1	$1,000	$1,000	$600
CSX 2005-265 (GC)	1	1	$5,000	$5,000	$3,300
CSX 2005-287 (GC)	3	41	$227,000	$217,000	$138,600
CSX 2005-291 (GC)	1	1	$1,000	$1,000	$650
CSX 2004-197 (HMT	1	1	$2,500	$2,500	$1,600
CSX 2005-19 (HMT)	1	1	$2,500	$2,500	$1,600
CSX 2005-22 (HMT)	1	1	$6,000	$1,000	$750
CSX 2005-35 (HMT)	4	17	$71,000	$66,000	$39,950
CSX 2005-40 (HMT)	1	2	$13,500	$13,500	$8,850

CSX 2005-41 (HMT)	1	1	$6,000	$6,000	$4,000
CSX 2005-46 (HMT)	1	1	$5,000	$5,000	$3,250
CSX 2005-58 (HMT)	1	1	$7,500	$7,500	$4,800
CSX 2005-82 (HMT)	1	1	$6,000	$6,000	$3,800
CSX 2005-100 (HMT	1	3	$22,500	$22,500	$14,625
CSX 2005-107 (HMT	1	1	$5,000	$5,000	$3,250
CSX 2005-108 (HMT	1	5	$5,000	$5,000	$3,400
CSX 2005-109 (HMT	1	4	$28,500	$28,500	$17,825
CSX 2005-110 (HMT	1	5	$5,000	$5,000	$3,400
CSX 2005-111 (HMT	1	3	$13,000	$10,000	$6,700
CSX 2005-112 (HMT	1	2	$10,500	$10,500	$7,100
CSX 2005-113 (HMT	1	3	$18,500	$18,500	$11,850
CSX 2005-125 (HMT	1	1	$4,000	$4,000	$2,650
CSX 2005-127 (HMT	1	1	$4,000	$4,000	$2,650
CSX 2005-128 (HMT	1	1	$5,000	$5,000	$3,050
CSX 2005-131 (HMT	1	1	$2,000	$2,000	$1,300
CSX 2005-136 (HMT	1	2	$22,500	$10,000	$6,500
CSX 2005-151 (HMT	1	1	$5,000	$5,000	$3,300
CSX 2005-161 (HMT	1	1	$4,000	$4,000	$2,650
CSX 2005-162 (HMT	1	1	$4,000	$4,000	$2,100
CSX 2005-167 (HMT	1	3	$18,500	$18,500	$11,850
CSX 2005-173 (HMT	1	1	$4,000	$4,000	$2,200
CSX 2005-196 (HMT	1	2	$7,500	$7,500	$5,300
CSX 2005-197 (HMT	1	6	$45,000	$45,000	$29,250
CSX 2005-198 (HMT	1	2	$11,500	$11,500	$8,000
CSX 2005-203 (HMT	2	4	$20,500	$17,500	$13,250
CSX 2005-204 (HMT	1	3	$16,500	$15,000	$9,750
CSX 2005-205 (HMT	1	1	$7,500	$7,500	$4,900
CSX 2005-208 (HMT	1	1	$7,500	$7,500	$5,100
CSX 2005-217 (HMT	1	2	$11,500	$11,500	$7,500
CSX 2005-221 (HMT	1	2	$13,500	$13,500	$8,775
CSX 2005-243 (HMT	1	1	$4,000	$4,000	$2,600
CSX 2005-261 (HMT	1	2	$13,500	$13,500	$8,775
CSX 2005-274 (HMT	1	2	$8,000	$8,000	$5,575
CSX 2005-284 (HMT	1	1	$1,000	$1,000	$800
CSX 2005-285 (HMT	1	1	$4,000	$4,000	$2,600
CSX 2006-16 (HMT)	2	2	$7,000	$7,000	$4,975
CSX 2006-23 (HMT)	1	1	$5,000	$5,000	$3,475
CSX 2006-24 (HMT)	1	2	$14,000	$10,000	$7,000
CSX 2005-48 (HS)	4	5	$5,000	$5,000	$3,300
CSX 2005-116 (HS)	1	1	$1,000	$1,000	$640
CSX 2005-155 (HS)	3	3	$3,000	$3,000	$1,910
CSX 2005-183 (HS)	7	7	$7,000	$7,000	$4,500
CSX 2005-212 (HS)	3	3	$3,000	$3,000	$1,900
CSX 2005-230 (HS)	2	2	$2,000	$2,000	$1,280
CSX 2005-252 (HS)	3	3	$3,000	$3,000	$1,900
CSX 2005-268 (HS)	3	3	$3,000	$3,000	$1,950
CSX 2006-7 (HS)	1	1	$1,000	$1,000	$640
CSX 2006-12 (HS)	8	8	$8,000	$8,000	$5,040
CSX 2005-52 (HSR)	1	1	$1,000	$1,000	$640
CSX 2005-86 (HSR)	3	4	$4,000	$4,000	$2,580
CSX 2005-115 (HSR	2	2	$2,000	$2,000	$1,250
CSX 2005-154 (HSR	1	2	$2,000	$2,000	$1,280
CSX 2005-159 (HSR	1	1	$1,000	$1,000	$630
CSX 2005-213 (HSR	2	2	$2,000	$2,000	$1,270
CSX 2005-253 (HSR	1	1	$1,000	$1,000	$640
CSX 2005-269 (HSR	2	2	$2,000	$2,000	$1,280

CSX 2006-13 (HSR)	1	1	$10,000	$10,000	$6,400
CSX 2004-120 (LI)	8	8	$27,500	$27,500	$18,575
CSX 2005-94 (LI)	12	12	$32,500	$32,500	$21,925
CSX 2005-124 (LI)	4	4	$14,000	$14,000	$9,500
CSX 2005-135 (LI)	9	7	$30,000	$30,000	$19,900
CSX 2005-165 (LI)	6	6	$15,500	$15,500	$10,550
CSX 2005-166 (LI)	7	7	$18,500	$18,500	$12,475
CSX 2005-177 (LI)	2	2	$4,500	$4,500	$2,925
CSX 2005-191 (LI)	6	6	$15,000	$15,000	$8,400
CSX 2005-249 (LI)	13	12	$31,500	$31,500	$20,975
CSX 2005-258 (LI)	3	3	$6,000	$6,000	$3,950
CSX 2005-273 (LI)	3	3	$9,000	$9,000	$6,075
CSX 2005-279 (LI)	1	1	$2,500	$2,500	$1,800
CSX 2005-282 (LI)	2	2	$3,500	$3,500	$2,200
CSX 2006-5 (LI)	6	6	$17,500	$17,500	$11,400
CSX 2006-9 (PEP)	1	1	$1,000	$1,000	$650
CSX 2005-141 (ROP	1	1	$5,000	$5,000	$3,200
CSX 2005-219 (ROP	1	1	$5,000	$5,000	$3,250
CSX 2005-222 (ROP	1	1	$5,000	$5,000	$3,250
CSX 2005-71 (ROR)	1	1	$5,000	$5,000	$3,200
CSX 2005-123 (ROR	19	19	$95,000	$0	$0
CSX 2005-234 (ROR	1	1	$5,000	$5,000	$3,200
CSX 2005-176 (RSP)	2	2	$2,000	$2,000	$1,300
CSX 2005-185 (RSP)	1	1	$1,000	$1,000	$630
CSX 2005-259 (RSP)	1	1	$5,000	$5,000	$3,325
CSX 2005-28 (RW)	1	1	$1,000	$1,000	$670
CSX 2005-92 (RW)	1	1	$1,000	$1,000	$665
CSX 2005-126 (RW)	2	2	$2,000	$2,000	$1,315
CSX 2005-139 (RW)	1	1	$1,000	$1,000	$670
CSX 2005-140 (RW)	1	1	$1,000	$1,000	$650
CSX 2005-178 (RW)	1	1	$1,000	$1,000	$650
CSX 2005-182 (RW)	1	1	$2,000	$1,000	$975
CSX 2005-190 (RW)	1	1	$1,000	$1,000	$665
CSX 2005-248 (RW)	3	3	$3,000	$3,000	$2,000
CSX 2005-250 (RW)	1	2	$2,000	$2,000	$1,275
CSX 2005-283 (RW)	1	1	$1,000	$1,000	$655
CSX 2006-4 (RW)	1	1	$1,000	$1,000	$655
CSX 2004-122 (SA)	7	7	$25,000	$20,000	$12,750
CSX 2005-5 (SA)	6	6	$27,500	$27,500	$18,000
CSX 2005-15 (SA)	4	4	$27,500	$27,500	$18,000
CSX 2005-37 (SA)	7	7	$37,500	$35,000	$22,850
CSX 2005-42 (SA)	1	1	$5,000	$5,000	$3,250
CSX 2005-53 (SA)	2	2	$7,500	$7,500	$5,000
CSX 2005-59 (SA)	9	9	$30,000	$27,500	$17,750
CSX 2005-60 (SA)	9	10	$32,500	$32,500	$21,000
CSX 2005-61 (SA)	9	9	$30,000	$30,000	$19,900
CSX 2005-64 (SA)	1	1	$2,500	$2,500	$1,625
CSX 2005-76 (SA)	3	3	$12,500	$12,500	$8,100
CSX 2005-77 (SA)	3	3	$10,000	$10,000	$6,500
CSX 2005-78 (SA)	1	1	$2,500	$2,500	$1,625
CSX 2005-79 (SA)	4	4	$20,000	$20,000	$12,900
CSX 2005-80 (SA)	5	5	$25,000	$25,000	$16,150
CSX 2005-81 (SA)	5	5	$25,000	$25,000	$16,500
CSX 2005-89 (SA)	1	1	$5,000	$5,000	$1,500
CSX 2005-119 (SA)	5	5	$17,500	$17,500	$11,350
CSX 2005-134 (SA)	5	5	$20,000	$20,000	$13,050
CSX 2005-137 (SA)	9	9	$35,000	$35,000	$21,650

CSX 2005-138 (SA)	5	5	$17,500	$17,500	$11,400
CSX 2005-149 (SA)	8	8	$32,500	$30,000	$18,825
CSX 2005-152 (SA)	4	4	$8,000	$8,000	$4,200
CSX 2005-153 (SA)	7	7	$29,000	$27,000	$17,470
CSX 2005-157 (SA)	4	4	$12,500	$12,500	$8,220
CSX 2005-158 (SA)	4	4	$17,500	$17,500	$11,100
CSX 2005-169 (SA)	2	2	$7,000	$5,000	$3,500
CSX 2005-175 (SA)	3	3	$7,500	$7,500	$4,825
CSX 2005-179 (SA)	6	6	$30,000	$30,000	$18,575
CSX 2005-180 (SA)	6	6	$30,000	$30,000	$19,200
CSX 2005-192 (SA)	1	1	$2,500	$2,500	$1,575
CSX 2005-207 (SA)	3	3	$12,500	$10,000	$6,425
CSX 2005-211 (SA)	3	3	$7,500	$7,500	$4,800
CSX 2005-224 (SA)	7	7	$20,000	$15,000	$9,600
CSX 2005-225 (SA)	6	6	$27,500	$27,500	$18,000
CSX 2005-226 (SA)	7	7	$25,000	$25,000	$16,000
CSX 2005-231 (SA)	7	7	$27,500	$22,500	$13,900
CSX 2005-232 (SA)	6	6	$20,000	$20,000	$13,250
CSX 2005-233 (SA)	6	6	$17,500	$17,500	$11,000
CSX 2005-241 (SA)	7	7	$40,000	$40,000	$26,000
CSX 2005-247 (SA)	1	1	$5,000	$5,000	$3,350
CSX 2005-254 (SA)	2	2	$10,000	$10,000	$6,500
CSX 2005-255 (SA)	1	1	$2,500	$2,500	$1,650
CSX 2005-260 (SA)	2	2	$7,500	$7,500	$4,875
CSX 2005-264 (SA)	1	1	$2,500	$2,500	$1,625
CSX 2005-286 (SA)	5	5	$22,500	$22,500	$14,375
CSX 2006-1 (SA)	1	1	$2,500	$2,500	$1,625
CSX 2006-2 (SA)	1	1	$5,000	$5,000	$3,225
CSX 2006-3 (SA)	9	9	$32,500	$32,500	$20,825
CSX 2006-6 (SA)	1	1	$2,500	$2,500	$1,625
CSX 2006-18 (SA)	8	8	$22,500	$22,500	$14,100
CSX 2006-19 (SA)	6	6	$17,500	$17,500	$11,450
CSX 2006-20 (SA)	8	8	$25,000	$25,000	$16,225
CSX 2006-21 (SA)	7	7	$25,000	$25,000	$16,250
CSX 2006-26 (SA)	2	2	$10,000	$5,000	$3,300
CSX 2006-27 (SA)	2	2	$7,500	$7,500	$4,875
CSX 2006-29 (SA)	1	1	$2,500	$2,500	$1,625
CSX 2006-31 (SA)	2	2	$10,000	$10,000	$6,500
CSX 2004-207 (SI)	2	2	$10,000	$10,000	$6,800
CSX 2005-27 (SI)	1	1	$1,000	$1,000	$700
CSX 2005-45 (SI)	3	3	$3,000	$3,000	$2,200
CSX 2005-84 (SI)	2	2	$5,000	$5,000	$3,600
CSX 2005-99 (SI)	1	1	$1,000	$1,000	$700
CSX 2005-160 (SI)	1	1	$1,000	$1,000	$650
CSX 2005-170 (SI)	1	1	$1,000	$1,000	$700
CSX 2005-174 (SI)	1	7	$42,500	$42,500	$29,000
CSX 2005-206 (SI)	1	1	$2,500	$2,500	$1,000
CSX 2005-276 (SI)	2	2	$7,500	$7,500	$5,500
CSX 2005-277 (SI)	1	1	$2,500	$2,500	$1,750
CSX 2006-22 (SI)	1	1	$2,500	$2,500	$1,750
CSX 2005-31 (TS)	1	1	$5,000	$5,000	$3,250
CSX 2005-62 (TS)	2	14	$70,000	$70,000	$32,450
CSX 2005-102 (TS)	3	5	$22,500	$22,500	$15,250
CSX 2005-103 (TS)	2	2	$7,500	$7,500	$5,250
CSX 2005-104 (TS)	2	2	$10,000	$10,000	$6,175
CSX 2005-105 (TS)	3	6	$17,500	$17,500	$11,750
CSX 2005-118 (TS)	1	1	$5,000	$5,000	$3,250

CSX 2005-120 (TS)	2	5	$25,000	$25,000	$16,650
CSX 2005-121 (TS)	2	4	$17,500	$17,500	$11,500
CSX 2005-122 (TS)	2	2	$10,000	$10,000	$7,000
CSX 2005-163 (TS)	2	2	$10,000	$10,000	$7,100
CSX 2005-164 (TS)	1	6	$26,000	$26,000	$17,900
CSX 2005-181 (TS)	1	2	$10,000	$10,000	$6,700
CSX 2005-186 (TS)	3	6	$27,500	$27,500	$18,900
CSX 2005-187 (TS)	2	2	$6,000	$6,000	$4,250
CSX 2005-188 (TS)	2	9	$45,000	$45,000	$32,300
CSX 2005-201 (TS)	1	1	$5,000	$5,000	$3,500
CSX 2005-202 (TS)	1	1	$5,000	$5,000	$3,600
CSX 2005-216 (TS)	1	1	$5,000	$5,000	$3,400
CSX 2005-220 (TS)	2	2	$5,000	$5,000	$3,325
CSX 2005-256 (TS)	2	5	$17,500	$17,500	$11,750
CSX 2005-257 (TS)	2	2	$2,000	$2,000	$1,275
CSX 2005-266 (TS)	1	1	$2,500	$2,500	$1,700
CSX 2005-267 (TS)	1	2	$7,500	$7,500	$5,100
CSX 2005-289 (TS)	1	3	$15,000	$15,000	$10,600
CSX 2006-11 (TS)	1	3	$15,000	$15,000	$10,300
CSX 2006-14 (TS)	1	5	$25,000	$25,000	$17,400
CSX 2006-30 (TS)	1	2	$10,000	$10,000	$7,100
CZRY 2005-2 (AD)	1	1	$2,500	$2,500	$1,500
CZRY 2005-1 (HSR)	1	1	$1,000	$1,000	$600
CZRY 2004-2 (LI)	1	1	$5,000	$5,000	$2,750
CZRY 2004-1 (SA)	2	2	$10,000	$10,000	$5,500
CZRY 2004-3 (SA)	1	1	$2,500	$2,500	$1,375
DH 2005-1 (FCS)	2	2	$5,000	$5,000	$3,600
DH 2006-2 (SA)	1	1	$5,000	$5,000	$3,600
DME 2005-9 (AR)	3	3	$7,500	$7,500	$5,125
DME 2005-12 (AR)	1	3	$7,500	$7,500	$5,625
DME 2005-15 (EP)	1	1	$1,000	$1,000	$650
DME 2003-2 (FCS)	1	1	$5,000	$5,000	$3,000
DME 2002-1 (GC)	1	1	$2,500	$2,500	$1,500
DME 2004-1 (HS)	1	1	$1,000	$1,000	$600
DME 2005-10 (ROR)	3	3	$15,000	$15,000	$9,000
DME 2005-7 (RSP)	1	1	$1,000	$1,000	$650
DME 2003-4 (RW)	1	1	$3,000	$3,000	$2,100
DME 2005-4 (SA)	1	1	$2,500	$2,500	$1,750
DME 2001-1 (TS)	1	1	$5,000	$5,000	$3,250
DME 2003-1 (TS)	1	1	$5,000	$5,000	$3,000
DME 2003-3 (TS)	1	2	$10,000	$10,000	$7,000
DME 2004-2 (TS)	2	3	$3,000	$3,000	$2,100
DME 2004-3 (TS)	1	1	$2,500	$2,500	$1,875
DME 2005-1 (TS)	1	3	$11,000	$11,000	$7,750
DME 2005-2 (TS)	2	2	$10,000	$10,000	$7,000
DME 2005-3 (TS)	1	2	$10,000	$10,000	$7,000
DME 2005-5 (TS)	1	1	$5,000	$5,000	$3,750
DME 2005-6 (TS)	2	5	$16,000	$16,000	$11,200
DME 2005-8 (TS)	2	2	$5,000	$5,000	$3,750
DME 2005-11 (TS)	1	1	$2,000	$2,000	$1,500
DME 2005-13 (TS)	3	3	$10,000	$10,000	$7,500
DME 2005-14 (TS)	2	3	$7,000	$7,000	$4,975
DME 2005-16 (TS)	2	5	$22,500	$22,500	$16,250
DMVW 2004-1 (RW)	1	4	$13,000	$13,000	$13,000
DMVW 2003-1 (TS)	1	1	$1,000	$1,000	$1,000
DTNC 2006-1 (LI)	1	1	$2,500	$2,500	$2,500
EKS 2005-1 (BW)	1	1	$2,500	$2,500	$1,500

ELS 2005-1 (LI)	2	2	$7,500	$7,500	$7,500
ERAIL 2005-1 (HS)	1	3	$3,000	$3,000	$3,000
FCEN 2005-1 (LI)	2	2	$14,500	$0	$0
FDT 2005-1 (SI)	2	2	$10,000	$10,000	$5,300
GETV 2006-1 (LI)	1	1	$5,000	$5,000	$5,000
GITM 2005-1 (FCS)	1	1	$2,500	$2,500	$1,875
GITM 2003-1 (LI)	1	1	$2,500	$2,500	$1,250
GMRC 2005-1 (TS)	1	1	$2,500	$2,500	$2,500
GRR 2006-1 (FCS)	1	1	$2,500	$2,500	$1,750
GWR 2003-3 (AD)	1	1	$2,500	$2,500	$2,500
GWR 2003-4 (AD)	1	1	$2,500	$2,500	$2,500
IAIS 2005-1 (AR)	4	4	$10,000	$10,000	$6,600
IAIS 2005-5 (GC)	1	1	$2,500	$2,500	$2,500
IAIS 2005-2 (HS)	1	4	$4,000	$4,000	$2,400
IAIS 2005-6 (HS)	1	1	$1,000	$1,000	$650
IAIS 2006-3 (HS)	1	3	$3,000	$3,000	$3,000
IAIS 2006-2 (HSR)	1	1	$1,000	$1,000	$1,000
IAIS 2005-3 (SA)	2	2	$2,000	$2,000	$1,300
IAIS 2005-4 (SA)	2	2	$10,000	$10,000	$6,600
IC 2005-1 (LI)	1	1	$1,000	$1,000	$700
IC 2005-3 (LI)	1	1	$2,500	$2,500	$1,750
IC 2005-2 (SA)	3	3	$10,000	$10,000	$7,000
IC 2005-4 (SA)	4	4	$17,500	$17,500	$12,000
IC 2005-5 (SI)	2	2	$10,000	$10,000	$7,000
ICE 2005-7 (AD)	1	1	$2,500	$2,500	$1,825
ICE 2005-6 (ROR)	1	1	$5,000	$5,000	$3,200
ICE 2005-1 (SA)	1	2	$5,000	$5,000	$3,200
ICE 2005-5 (SA)	1	1	$2,500	$2,500	$1,500
ICE 2005-2 (TS)	2	3	$15,000	$15,000	$10,975
ICE 2005-3 (TS)	2	2	$6,000	$6,000	$4,400
ICE 2005-4 (TS)	2	2	$2,000	$2,000	$1,500
IORY 2006-1 (HMT)	1	1	$50,000	$50,000	$50,000
ISW 2001-1 (LI)	1	1	$10,000	$10,000	$5,000
JEFW 2005-2 (HS)	2	3	$3,000	$3,000	$3,000
JEFW 2005-3 (HSR)	3	3	$3,000	$3,000	$3,000
KCS 2005-41 (AD)	2	4	$17,500	$17,500	$10,575
KCS 2003-70 (AR)	1	1	$2,500	$2,500	$1,000
KCS 2005-34 (EQ)	1	1	$5,000	$5,000	$3,500
KCS 2005-39 (FCS)	1	1	$2,500	$2,500	$2,200
KCS 2005-37 (GC)	1	1	$5,000	$5,000	$4,000
KCS 2006-4 (HMT)	1	1	$1,000	$1,000	$550
KCS 2005-24 (LI)	2	2	$8,500	$8,500	$4,975
KCS 2005-35 (LI)	2	1	$2,500	$2,500	$1,500
KCS 2005-36 (LI)	3	3	$5,000	$5,000	$3,000
KCS 2006-16 (LI)	2	2	$5,000	$5,000	$3,000
KCS 2005-10 (RW)	1	1	$1,000	$1,000	$900
KCS 2005-29 (RW)	1	1	$4,000	$4,000	$3,000
KCS 2005-32 (SA)	2	2	$7,500	$7,500	$5,150
KCS 2005-38 (SA)	1	1	$7,500	$2,500	$1,500
KCS 2006-14 (SA)	2	2	$5,000	$5,000	$3,000
KCS 2005-40 (SI)	1	1	$2,500	$2,500	$2,000
KCS 2005-21 (TS)	2	2	$10,000	$10,000	$7,000
KCS 2005-22 (TS)	1	2	$7,500	$7,500	$5,000
KCS 2005-28 (TS)	1	1	$2,500	$2,500	$1,500
KCS 2005-30 (TS)	2	2	$3,500	$3,500	$2,200
KCS 2005-31 (TS)	2	3	$12,500	$12,500	$8,500
KCS 2005-33 (TS)	1	14	$34,000	$34,000	$20,900

KO 2004-1 (GC)	2	2	$5,000	$5,000	$3,200
KO 2006-2 (GC)	1	1	$1,000	$1,000	$650
KO 2006-3 (GC)	1	1	$1,000	$1,000	$650
KO 2006-4 (GC)	4	4	$12,500	$12,500	$8,250
KO 2006-5 (GC)	3	3	$7,500	$7,500	$4,900
KO 2006-6 (GC)	4	4	$10,000	$10,000	$6,500
KO 2006-7 (GC)	2	2	$5,000	$5,000	$3,250
KO 2005-3 (SA)	1	1	$5,000	$5,000	$3,400
KO 2005-4 (SA)	1	1	$5,000	$5,000	$3,000
KO 2005-5 (SA)	1	1	$5,000	$5,000	$3,000
KO 2006-8 (SA)	1	1	$5,000	$5,000	$3,250
KO 2005-2 (TS)	1	1	$5,000	$5,000	$3,600
KO 2005-6 (TS)	3	8	$30,000	$30,000	$18,500
KO 2005-7 (TS)	1	1	$2,500	$2,500	$1,500
KO 2005-8 (TS)	1	1	$5,000	$5,000	$3,000
KO 2006-1 (TS)	3	3	$7,000	$7,000	$4,760
LI 2005-1 (LI)	1	1	$6,500	$6,500	$4,500
LI 2005-4 (ROP)	2	2	$10,000	$10,000	$6,500
LI 2005-5 (TS)	1	1	$2,500	$2,500	$2,000
LIRC 2006-1 (AR)	1	1	$1,000	$1,000	$1,000
LKP 2004-1 (LIS)	2	2	$3,000	$3,000	$1,800
LRWN 2005-1 (LI)	1	1	$2,500	$2,500	$1,700
LSI 2004-1 (HSR)	1	1	$1,000	$1,000	$1,000
MACZ 2006-1 (GC)	2	2	$2,000	$2,000	$2,000
MBCR 2003-3 (LI)	1	1	$2,500	$2,500	$1,625
MBCR 2003-1 (PEQ)	1	1	$5,000	$5,000	$2,500
MBCR 2003-2 (PEQ)	4	4	$20,000	$20,000	$10,000
MBCR 2004-1 (PEQ)	1	1	$5,000	$5,000	$3,250
MBCR 2005-3 (ROP)	1	2	$10,000	$10,000	$6,500
MBCR 2005-4 (ROR)	5	5	$20,000	$20,000	$13,000
MBCR 2004-2 (RW)	1	1	$22,000	$22,000	$17,000
MBCR 2004-3 (SI)	1	1	$2,500	$2,500	$1,625
MBCR 2005-1 (SI)	2	2	$7,500	$7,500	$4,875
MBCR 2005-2 (SI)	1	1	$2,500	$2,500	$1,625
MCR 2004-1 (SA)	2	2	$5,000	$5,000	$2,500
MDT 2003-1 (PEQ)	1	1	$2,500	$2,000	$1,750
MH 2002-2 (LI)	1	1	$2,500	$2,500	$500
MH 2002-3 (SA)	1	1	$5,000	$5,000	$2,000
MH 2003-1 (SA)	1	1	$5,000	$5,000	$1,500
MMA 2004-1 (GC)	1	1	$2,500	$2,500	$1,875
MMA 2004-2 (GC)	1	3	$7,500	$7,500	$5,625
MMA 2004-3 (GC)	1	4	$10,000	$10,000	$7,000
MMA 2004-4 (GC)	1	4	$4,000	$4,000	$3,000
MMA 2006-1 (GC)	1	1	$2,500	$2,500	$2,000
MMA 2005-1 (HMT)	1	3	$9,000	$9,000	$6,000
MNA 2004-1 (AD)	1	2	$5,000	$5,000	$3,500
MNA 2003-1 (HS)	1	1	$1,000	$1,000	$650
MNCW 2004-6 (SA)	1	1	$2,500	$2,500	$2,500
MNNR 2005-1 (AR)	1	1	$2,500	$2,500	$1,350
MRL 2004-5 (AD)	6	6	$12,000	$12,000	$7,000
MRL 2005-6 (AR)	2	2	$5,000	$0	$0
MRL 2005-8 (EP)	1	1	$1,000	$1,000	$650
MRL 2005-1 (ROP)	1	1	$5,000	$5,000	$3,000
MRL 2005-10 (ROP)	2	2	$7,000	$7,000	$4,500
MRL 2005-4 (RSP)	1	1	$1,000	$1,000	$550
MRL 2005-5 (RSP)	3	4	$8,000	$8,000	$4,000
MRL 2005-7 (RW)	1	1	$1,000	$1,000	$650

MRL 2004-4 (SA)	1	1	$2,500	$2,500	$1,500
MRL 2005-2 (TS)	1	2	$10,000	$10,000	$7,000
MRL 2005-3 (TS)	2	2	$5,000	$5,000	$3,000
MRL 2005-9 (TS)	1	3	$15,000	$15,000	$8,750
MRRS 2003-1 (RW)	1	1	$3,000	$0	$0
MRS 2005-1 (SA)	1	1	$5,000	$5,000	$3,000
MRSR 2005-1 (EQ)	1	1	$2,500	$2,500	$550
MSO 2001-1 (GC)	1	1	$2,500	$2,500	$750
MSO 2001-2 (GC)	2	6	$7,500	$7,500	$3,000
MSO 2002-1 (LI)	1	1	$10,000	$10,000	$3,750
MVT 2005-1 (AD)	1	1	$1,000	$1,000	$650
NECR 2005-1 (TS)	1	1	$2,500	$2,500	$2,000
NIRC 2005-5 (AR)	1	1	$2,500	$2,500	$2,500
NIRC 2005-6 (AR)	1	1	$2,000	$2,000	$2,000
NIRC 2005-8 (PEP)	2	2	$10,000	$10,000	$6,000
NIRC 2005-11 (PEP)	1	1	$5,000	$5,000	$3,000
NYSW 2006-6 (SA)	1	1	$5,000	$5,000	$5,000
PAL 2002-3 (FCS)	2	2	$7,500	$7,500	$5,666
PAL 2002-6 (FCS)	1	1	$5,000	$5,000	$3,778
PAL 2003-2 (FCS)	3	3	$10,000	$10,000	$7,555
PAL 2003-1 (SA)	1	1	$2,500	$2,500	$2,500
PAL 2005-3 (TS)	1	1	$1,000	$1,000	$1,000
PHL 2005-1 (RSP)	1	2	$10,000	$10,000	$6,000
PHL 2003-1 (SA)	1	1	$5,000	$5,000	$3,600
PHL 2004-1 (SA)	1	1	$5,000	$5,000	$3,600
PLCX 2000-1 (RW)	1	1	$10,000	$0	$0
PNWR 2002-3 (GC)	1	1	$2,500	$2,500	$1,400
PNWR 2003-4 (HSR)	1	3	$3,000	$1,000	$750
PNWR 2003-6 (LI)	1	1	$2,500	$2,500	$1,250
PNWR 2003-1 (SA)	1	1	$5,000	$5,000	$2,500
PNWR 2003-2 (SA)	1	1	$5,000	$5,000	$2,600
PNWR 2003-5 (SA)	3	3	$15,000	$15,000	$7,500
PNWR 2003-8 (SA)	1	1	$2,500	$2,500	$1,250
PNWR 2004-2 (SA)	1	1	$2,500	$2,500	$1,500
PNWR 2003-3 (TS)	1	1	$5,000	$5,000	$2,600
POTB 2005-2 (GC)	2	2	$5,000	$5,000	$3,250
POTB 2004-3 (HS)	1	11	$11,000	$0	$0
POTB 2004-1 (SA)	1	1	$2,500	$2,500	$1,875
POTB 2005-1 (TS)	1	1	$5,000	$5,000	$3,500
PTRA 2002-2 (AD)	3	4	$15,000	$15,000	$9,750
PTRA 2004-2 (HMT)	1	1	$5,000	$5,000	$3,250
PTRA 2005-1 (HMT)	1	1	$9,000	$9,000	$7,000
PTRA 2003-2 (ROP)	1	1	$2,000	$2,000	$1,500
PTRA 2005-2 (SA)	1	1	$5,000	$5,000	$3,750
PVRR 2003-1 (ROP)	1	1	$2,000	$2,000	$1,500
RBMN 2003-1 (AD)	2	2	$5,000	$5,000	$2,500
RBMN 2004-1 (AD)	1	1	$2,500	$2,500	$1,250
RBMN 2004-2 (AD)	1	1	$2,500	$2,500	$1,250
RBMN 1998-2 (HS)	2	2	$2,000	$0	$0
RBMN 1998-4 (HS)	1	1	$1,000	$0	$0
RBMN 2001-3 (HS)	1	2	$2,000	$0	$0
RBMN 2002-1 (HS)	1	2	$2,000	$0	$0
RBMN 1998-6 (HSR)	3	3	$3,000	$0	$0
RBMN 1999-1 (HSR)	4	4	$4,000	$0	$0
RBMN 1998-7 (LI)	1	1	$2,500	$0	$0
RBMN 1999-2 (LI)	1	1	$2,500	$0	$0
RBMN 2000-1 (LI)	2	2	$10,000	$0	$0

RBMN 2000-4 (LI)	2	2	$5,000	$0	$0
RBMN 2000-5 (LI)	1	1	$2,500	$0	$0
RBMN 2001-1 (LI)	1	1	$5,000	$0	$0
RBMN 2001-2 (LI)	2	2	$7,500	$7,500	$2,500
RBMN 2001-4 (LI)	2	2	$7,500	$7,500	$2,500
RBMN 1998-1 (TS)	1	9	$18,000	$0	$0
RBMN 2000-2 (TS)	1	1	$2,000	$0	$0
RJCM 2005-1 (TS)	1	1	$2,500	$2,500	$2,500
RWSI 2005-2 (BW)	1	1	$5,000	$5,000	$3,100
SEPA 2005-3 (AR)	1	1	$2,500	$2,500	$1,825
SEPA 2005-8 (AR)	1	1	$2,500	$2,500	$2,000
SEPA 2005-10 (HS)	2	4	$4,000	$4,000	$3,200
SEPA 2005-6 (REM)	1	1	$5,000	$5,000	$3,500
SEPA 2005-7 (REM)	2	2	$10,000	$10,000	$7,000
SEPA 2005-4 (RSP)	1	1	$2,500	$2,500	$1,750
SJVR 2004-4 (AR)	1	1	$2,500	$2,500	$1,750
SJVR 2004-1 (GC)	1	1	$5,000	$5,000	$3,250
SJVR 2003-2 (HMT)	1	1	$2,500	$2,500	$1,750
SJVR 2003-3 (HMT)	1	1	$2,500	$2,500	$1,750
SJVR 2004-3 (HMT)	1	1	$6,000	$6,000	$4,000
SJVR 2004-5 (HMT)	1	2	$5,000	$5,000	$3,250
SJVR 2004-6 (HMT)	1	1	$5,000	$5,000	$3,000
SJVR 2003-4 (LI)	1	1	$1,500	$1,500	$1,000
SJVR 2004-2 (LI)	1	1	$1,500	$1,500	$1,000
SKOL 2006-3 (AR)	1	1	$1,000	$1,000	$500
SKOL 2005-6 (FCS)	2	2	$4,500	$4,500	$2,700
SKOL 2005-7 (FCS)	1	1	$5,000	$5,000	$3,000
SKOL 2006-4 (GC)	1	1	$1,000	$1,000	$700
SKOL 2006-6 (GC)	1	1	$2,500	$2,500	$1,625
SKOL 2005-1 (HMT)	1	2	$10,000	$10,000	$6,000
SKOL 2005-5 (ROP)	1	1	$5,000	$5,000	$3,300
SKOL 2005-2 (SA)	2	2	$10,000	$10,000	$6,000
SKOL 2005-4 (SA)	2	2	$7,500	$7,500	$5,600
SKOL 2006-2 (SA)	1	1	$5,000	$5,000	$3,000
SKOL 2005-3 (TS)	1	1	$1,000	$1,000	$600
SKOL 2005-8 (TS)	1	1	$2,500	$2,500	$1,700
SLC 2005-1 (GC)	1	1	$1,000	$1,000	$750
SOO 2006-1 (AR)	4	4	$10,000	$10,000	$8,200
SOO 2006-2 (AR)	3	3	$7,500	$7,500	$6,150
SOO 2006-4 (AR)	2	2	$5,000	$5,000	$4,100
SOO 2006-5 (AR)	1	1	$2,500	$2,500	$2,050
SOU 2005-174 (AD)	1	4	$10,000	$10,000	$6,300
SOU 2002-109 (AR)	1	1	$5,000	$5,000	$2,000
SOU 2004-38 (AR)	4	2	$5,000	$5,000	$2,900
SOU 2004-163 (AR)	1	1	$2,500	$2,500	$1,575
SOU 2005-54 (AR)	1	1	$1,000	$1,000	$670
SOU 2005-132 (AR)	1	1	$2,500	$2,500	$1,625
SOU 2005-146 (AR)	1	1	$1,000	$0	$0
SOU 2005-175 (AR)	1	1	$2,500	$2,500	$550
SOU 2006-4 (AR)	1	1	$2,500	$0	$0
SOU 2005-68 (EP)	1	1	$1,000	$1,000	$690
SOU 2005-67 (EQ)	2	1	$1,000	$1,000	$750
SOU 2005-55 (FCS)	2	2	$5,000	$5,000	$3,500
SOU 2005-63 (FCS)	9	9	$25,000	$25,000	$17,925
SOU 2005-70 (FCS)	1	1	$2,500	$2,500	$1,725
SOU 2005-79 (FCS)	3	3	$7,500	$7,500	$5,250
SOU 2005-81 (FCS)	1	1	$2,500	$2,500	$1,725

SOU 2005-96 (FCS)	2	2	$5,000	$5,000	$3,600
SOU 2005-97 (FCS)	3	3	$7,500	$7,500	$5,250
SOU 2005-103 (FCS)	3	3	$6,000	$6,000	$4,200
SOU 2005-107 (FCS)	3	3	$7,500	$7,500	$5,325
SOU 2005-108 (FCS)	3	3	$7,500	$7,500	$5,325
SOU 2005-109 (FCS)	3	3	$7,500	$7,500	$5,325
SOU 2005-110 (FCS)	2	2	$7,500	$7,500	$5,325
SOU 2005-111 (FCS)	3	3	$7,500	$7,500	$5,325
SOU 2005-112 (FCS)	3	3	$7,500	$7,500	$5,325
SOU 2005-122 (FCS)	4	4	$12,500	$12,500	$8,825
SOU 2005-123 (FCS)	2	2	$5,000	$5,000	$3,500
SOU 2005-125 (FCS)	1	1	$2,500	$2,500	$1,800
SOU 2005-127 (FCS)	4	4	$12,500	$12,500	$9,000
SOU 2005-130 (FCS)	6	6	$25,000	$25,000	$18,000
SOU 2005-135 (FCS)	3	3	$7,500	$7,500	$5,250
SOU 2005-137 (FCS)	1	1	$2,500	$2,500	$1,750
SOU 2005-139 (FCS)	1	1	$5,000	$5,000	$3,750
SOU 2005-143 (FCS)	2	2	$5,000	$5,000	$3,350
SOU 2005-157 (FCS)	1	1	$2,500	$2,500	$1,825
SOU 2005-159 (FCS)	1	1	$2,500	$2,500	$1,700
SOU 2005-160 (FCS)	3	3	$7,500	$7,500	$5,325
SOU 2005-165 (FCS)	1	1	$5,000	$5,000	$3,400
SOU 2005-167 (FCS)	1	1	$2,500	$2,500	$1,775
SOU 2005-170 (FCS)	4	4	$12,500	$12,500	$8,750
SOU 2005-179 (FCS)	1	1	$2,500	$2,500	$1,825
SOU 2006-14 (FCS)	2	2	$5,000	$5,000	$3,400
SOU 2005-45 (GC)	1	1	$2,500	$2,500	$2,050
SOU 2005-52 (GC)	1	1	$5,000	$5,000	$4,000
SOU 2005-85 (GC)	1	1	$5,000	$5,000	$4,000
SOU 2005-180 (GC)	1	1	$5,000	$5,000	$4,250
SOU 2006-15 (GC)	1	1	$5,000	$5,000	$4,250
SOU 2005-6 (HMT)	2	6	$22,000	$22,000	$11,000
SOU 2005-13 (HMT)	2	2	$3,500	$3,500	$2,050
SOU 2005-61 (HMT)	6	9	$36,500	$36,500	$21,850
SOU 2005-62 (HMT)	5	9	$46,500	$46,500	$25,000
SOU 2005-66 (HMT)	2	5	$14,000	$14,000	$9,500
SOU 2005-90 (HMT)	2	2	$10,000	$10,000	$8,000
SOU 2005-92 (HMT)	1	2	$15,000	$15,000	$9,350
SOU 2005-140 (HMT	3	3	$13,500	$13,500	$8,505
SOU 2005-155 (HMT	7	8	$35,500	$35,500	$21,300
SOU 2005-164 (HMT	1	1	$5,000	$5,000	$3,200
SOU 2005-169 (HMT	2	2	$12,000	$12,000	$7,200
SOU 2005-173 (HMT	2	2	$11,000	$11,000	$7,040
SOU 2006-6 (HMT)	1	1	$9,000	$9,000	$5,940
SOU 2006-19 (HMT)	1	1	$2,000	$0	$0
SOU 2005-9 (HS)	1	2	$2,000	$2,000	$1,300
SOU 2005-72 (HS)	10	10	$9,000	$9,000	$6,120
SOU 2005-133 (HS)	6	6	$6,000	$6,000	$4,080
SOU 2005-144 (HS)	10	10	$10,000	$10,000	$6,800
SOU 2005-145 (HS)	10	10	$10,000	$10,000	$6,800
SOU 2005-177 (HS)	7	8	$8,000	$8,000	$5,440
SOU 2005-71 (HSR)	2	2	$2,000	$2,000	$1,260
SOU 2005-102 (HSR	1	1	$1,000	$1,000	$600
SOU 2005-106 (HSR	1	1	$1,000	$1,000	$600
SOU 2005-131 (HSR	3	3	$3,000	$3,000	$1,900
SOU 2005-147 (HSR	2	3	$3,000	$3,000	$1,970
SOU 2005-176 (HSR	6	6	$6,000	$6,000	$3,840

SOU 2005-178 (HSR	3	3	$3,000	$3,000	$1,920
SOU 2005-65 (LI)	6	6	$22,500	$22,500	$15,675
SOU 2005-76 (LI)	4	4	$17,500	$17,500	$12,075
SOU 2005-88 (LI)	3	3	$17,000	$17,000	$11,930
SOU 2005-99 (LI)	1	1	$2,500	$2,500	$1,750
SOU 2005-142 (LI)	9	9	$22,500	$22,500	$15,075
SOU 2005-162 (LI)	4	4	$16,000	$16,000	$11,040
SOU 2005-168 (LI)	2	2	$3,500	$3,500	$2,380
SOU 2005-77 (ROP)	1	1	$5,000	$5,000	$3,950
SOU 2005-158 (ROP	2	2	$8,000	$8,000	$5,320
SOU 2005-56 (RSP)	1	1	$5,000	$5,000	$3,300
SOU 2005-115 (RSP	1	1	$1,000	$1,000	$650
SOU 2005-166 (RSP	1	1	$5,000	$5,000	$3,450
SOU 2005-69 (RW)	5	5	$5,000	$5,000	$3,370
SOU 2005-73 (RW)	1	1	$1,000	$1,000	$710
SOU 2005-141 (RW)	2	2	$2,000	$2,000	$1,360
SOU 2005-161 (RW)	2	2	$4,000	$4,000	$2,880
SOU 2006-2 (RW)	1	1	$1,000	$1,000	$675
SOU 2005-57 (SA)	8	8	$27,500	$27,500	$19,450
SOU 2005-59 (SA)	5	5	$22,500	$22,500	$15,750
SOU 2005-60 (SA)	6	6	$25,000	$25,000	$17,800
SOU 2005-74 (SA)	7	7	$17,500	$17,500	$11,900
SOU 2005-75 (SA)	7	7	$20,000	$20,000	$13,650
SOU 2005-78 (SA)	9	9	$27,500	$27,500	$18,900
SOU 2005-80 (SA)	6	6	$25,000	$25,000	$17,450
SOU 2005-82 (SA)	1	1	$2,500	$2,500	$1,750
SOU 2005-86 (SA)	3	3	$7,500	$7,500	$5,200
SOU 2005-89 (SA)	1	1	$7,500	$7,500	$5,025
SOU 2005-101 (SA)	3	3	$12,500	$12,500	$8,775
SOU 2005-104 (SA)	1	1	$7,500	$7,500	$5,250
SOU 2005-113 (SA)	3	3	$15,000	$15,000	$10,575
SOU 2005-124 (SA)	1	1	$5,000	$5,000	$3,750
SOU 2005-128 (SA)	7	7	$22,500	$22,500	$15,825
SOU 2005-129 (SA)	6	6	$17,500	$17,500	$12,600
SOU 2005-134 (SA)	7	7	$17,500	$17,500	$12,600
SOU 2005-136 (SA)	8	8	$20,000	$20,000	$14,400
SOU 2005-138 (SA)	3	3	$10,000	$10,000	$6,900
SOU 2005-148 (SA)	1	1	$1,000	$1,000	$670
SOU 2005-149 (SA)	3	3	$7,500	$7,500	$5,250
SOU 2005-150 (SA)	2	2	$5,000	$5,000	$3,500
SOU 2005-151 (SA)	1	1	$2,500	$2,500	$1,625
SOU 2005-152 (SA)	3	3	$15,000	$15,000	$10,200
SOU 2005-156 (SA)	5	5	$17,500	$17,500	$12,250
SOU 2005-163 (SA)	2	2	$7,500	$7,500	$4,950
SOU 2005-171 (SA)	2	2	$10,000	$10,000	$6,900
SOU 2005-172 (SA)	6	6	$17,500	$17,500	$12,250
SOU 2005-181 (SA)	1	1	$2,500	$2,500	$1,600
SOU 2006-1 (SA)	3	3	$15,000	$15,000	$10,200
SOU 2006-7 (SA)	5	5	$15,000	$15,000	$10,200
SOU 2006-8 (SA)	5	5	$25,000	$25,000	$18,000
SOU 2006-9 (SA)	5	5	$20,000	$20,000	$14,000
SOU 2006-13 (SA)	1	1	$2,500	$2,500	$1,725
SOU 2005-93 (TS)	2	4	$10,000	$10,000	$7,475
SOU 2005-94 (TS)	1	2	$10,000	$10,000	$7,500
SOU 2005-95 (TS)	2	2	$10,000	$10,000	$7,625
SOU 2005-98 (TS)	1	1	$2,500	$2,500	$1,900
SOU 2005-114 (TS)	1	1	$5,000	$5,000	$3,400

SOU 2005-126 (TS)	1	1	$2,500	$2,500	$1,850
SOU 2005-154 (TS)	1	1	$2,500	$2,500	$1,925
ST 2005-6 (AD)	1	1	$2,500	$2,500	$1,250
ST 2005-1 (HMT)	3	3	$13,000	$13,000	$7,900
ST 2005-3 (ROR)	3	3	$15,000	$15,000	$7,750
ST 2005-2 (RSP)	1	1	$5,000	$0	$0
ST 2005-7 (SI)	1	1	$1,000	$1,000	$675
ST 2005-5 (TS)	2	3	$7,500	$7,500	$4,370
SW 2005-1 (HMT)	1	1	$2,000	$2,000	$1,400
TASD 2005-1 (SA)	1	1	$5,000	$5,000	$2,700
TASD 2005-2 (TS)	1	1	$5,000	$5,000	$3,000
TCRZ 2006-1 (GC)	1	1	$1,000	$1,000	$600
TCRZ 2006-2 (TS)	1	1	$1,000	$1,000	$500
TIBR 2005-2 (TS)	2	3	$7,000	$7,000	$5,000
TM 2005-4 (FCS)	1	1	$2,500	$2,500	$1,500
TM 2005-9 (FCS)	1	1	$2,500	$2,500	$1,600
TM 2005-3 (LI)	1	1	$2,500	$2,500	$1,800
TM 2005-5 (LI)	1	1	$7,500	$7,500	$4,700
TM 2006-1 (SA)	1	1	$2,500	$2,500	$1,400
TM 2005-6 (TS)	1	1	$2,500	$2,500	$1,400
TM 2005-7 (TS)	1	2	$5,000	$5,000	$2,800
TM 2005-8 (TS)	1	1	$2,500	$2,500	$1,400
TSBY 2005-1 (SA)	1	1	$10,000	$10,000	$6,000
TXDOT 2002-1 (TS)	2	8	$12,000	$12,000	$6,000
TZPR 2006-1 (AD)	1	1	$5,000	$5,000	$5,000
UP 2002-36 (AR)	6	6	$15,000	$0	$0
UP 2002-40 (AR)	6	6	$15,000	$0	$0
UP 2002-41 (AR)	4	4	$10,000	$0	$0
UP 2002-268 (AR)	1	1	$1,000	$0	$0
UP 2003-390 (AR)	3	3	$7,500	$7,500	$5,350
UP 2004-29 (AR)	1	1	$2,500	$0	$0
UP 2005-78 (AR)	3	5	$9,500	$6,000	$4,800
UP 2005-219 (AR)	2	2	$3,500	$3,500	$2,250
UP 2005-227 (AR)	2	2	$2,000	$2,000	$1,400
UP 2005-234 (AR)	2	2	$3,500	$3,500	$2,250
UP 2005-319 (AR)	1	1	$2,500	$2,500	$1,600
UP 2005-415 (AR)	1	1	$2,500	$2,500	$1,650
UP 2006-15 (AR)	8	8	$20,000	$15,000	$9,750
UP 2006-37 (AR)	8	8	$20,000	$15,000	$9,000
UP 2005-49 (EP)	1	1	$1,000	$1,000	$700
UP 2005-182 (EP)	4	7	$10,000	$7,000	$6,400
UP 2006-3 (EP)	1	1	$1,000	$1,000	$700
UP 2004-290 (EQ)	1	1	$2,500	$2,500	$1,200
UP 2005-197 (EQ)	1	1	$5,000	$5,000	$3,750
UP 2005-230 (EQ)	2	2	$2,000	$2,000	$1,500
UP 2005-263 (EQ)	1	1	$1,000	$1,000	$750
UP 2005-271 (EQ)	7	7	$7,000	$7,000	$5,600
UP 2005-359 (EQ)	1	1	$4,000	$4,000	$3,500
UP 2005-414 (EQ)	6	26	$26,000	$26,000	$20,800
UP 2003-339 (FCS)	1	1	$2,500	$2,500	$1,900
UP 2005-15 (FCS)	6	6	$17,500	$17,500	$13,600
UP 2005-29 (FCS)	2	2	$7,500	$7,500	$5,300
UP 2005-62 (FCS)	1	1	$5,000	$0	$0
UP 2005-64 (FCS)	11	11	$35,000	$35,000	$25,700
UP 2005-72 (FCS)	2	2	$7,500	$7,500	$6,000
UP 2005-73 (FCS)	3	3	$10,000	$10,000	$7,750
UP 2005-82 (FCS)	4	4	$10,000	$10,000	$7,500

UP 2005-101 (FCS)	1	1	$5,000	$5,000	$4,000
UP 2005-102 (FCS)	6	6	$15,000	$12,500	$9,900
UP 2005-103 (FCS)	3	3	$7,500	$7,500	$5,600
UP 2005-104 (FCS)	2	2	$5,000	$5,000	$1,100
UP 2005-106 (FCS)	2	2	$5,000	$5,000	$3,500
UP 2005-107 (FCS)	4	4	$12,500	$12,500	$9,000
UP 2005-108 (FCS)	1	1	$5,000	$2,500	$2,000
UP 2005-111 (FCS)	2	2	$7,500	$5,000	$4,000
UP 2005-114 (FCS)	1	1	$5,000	$5,000	$3,500
UP 2005-131 (FCS)	1	1	$2,500	$2,500	$1,800
UP 2005-135 (FCS)	2	2	$7,500	$7,500	$5,500
UP 2005-139 (FCS)	2	2	$7,500	$7,500	$5,700
UP 2005-143 (FCS)	3	3	$15,000	$15,000	$12,000
UP 2005-148 (FCS)	1	1	$2,500	$2,500	$1,500
UP 2005-183 (FCS)	5	5	$17,500	$12,500	$9,600
UP 2005-196 (FCS)	2	2	$7,500	$5,000	$4,000
UP 2005-210 (FCS)	4	4	$17,500	$17,500	$13,900
UP 2005-211 (FCS)	3	3	$10,000	$5,000	$3,900
UP 2005-212 (FCS)	2	2	$5,000	$5,000	$3,500
UP 2005-213 (FCS)	6	6	$17,500	$17,500	$13,400
UP 2005-221 (FCS)	5	5	$12,500	$12,500	$10,000
UP 2005-248 (FCS)	3	3	$7,500	$7,500	$5,500
UP 2005-251 (FCS)	3	3	$12,500	$12,500	$9,000
UP 2005-252 (FCS)	3	3	$12,500	$12,500	$9,500
UP 2005-253 (FCS)	3	3	$12,500	$12,500	$10,000
UP 2005-270 (FCS)	5	5	$22,500	$22,500	$16,900
UP 2005-272 (FCS)	2	2	$5,000	$5,000	$3,300
UP 2005-282 (FCS)	2	2	$7,500	$7,500	$5,700
UP 2005-300 (FCS)	2	2	$7,500	$7,500	$5,600
UP 2005-306 (FCS)	1	1	$2,500	$2,500	$1,600
UP 2005-307 (FCS)	1	1	$2,500	$2,500	$1,700
UP 2005-308 (FCS)	1	1	$5,000	$5,000	$4,000
UP 2005-309 (FCS)	2	2	$7,500	$7,500	$6,000
UP 2005-332 (FCS)	3	3	$7,500	$7,500	$6,000
UP 2005-333 (FCS)	1	1	$5,000	$5,000	$4,000
UP 2005-354 (FCS)	1	1	$2,500	$2,500	$1,700
UP 2005-385 (FCS)	1	1	$2,500	$0	$0
UP 2005-388 (FCS)	4	4	$12,500	$12,500	$9,000
UP 2005-390 (FCS)	3	3	$7,500	$7,500	$5,125
UP 2005-397 (FCS)	4	4	$10,000	$10,000	$6,800
UP 2005-420 (FCS)	1	1	$2,500	$2,500	$2,000
UP 2005-421 (FCS)	1	1	$2,500	$2,500	$1,700
UP 2005-429 (FCS)	3	3	$12,500	$12,500	$9,300
UP 2005-54 (GC)	2	2	$2,000	$2,000	$1,400
UP 2005-94 (GC)	1	1	$2,500	$2,500	$1,750
UP 2005-203 (GC)	2	2	$10,000	$10,000	$7,000
UP 2005-217 (GC)	1	1	$5,000	$5,000	$3,750
UP 2005-377 (GC)	1	1	$2,500	$2,500	$1,500
UP 2004-217 (HMT)	3	3	$7,000	$7,000	$4,750
UP 2005-47 (HMT)	1	1	$3,000	$3,000	$2,250
UP 2005-50 (HMT)	2	3	$23,500	$23,500	$15,275
UP 2005-51 (HMT)	2	2	$6,000	$6,000	$4,600
UP 2005-59 (HMT)	2	2	$7,000	$7,000	$5,250
UP 2005-79 (HMT)	1	1	$3,000	$3,000	$2,100
UP 2005-98 (HMT)	3	3	$8,500	$8,500	$6,000
UP 2005-126 (HMT)	1	1	$3,000	$3,000	$2,250
UP 2005-127 (HMT)	4	4	$10,500	$10,500	$7,500

UP 2005-155 (HMT)	1	1	$3,000	$3,000	$2,250
UP 2005-156 (HMT)	1	3	$11,500	$11,500	$7,000
UP 2005-158 (HMT)	3	3	$15,000	$5,000	$3,000
UP 2005-159 (HMT)	1	9	$33,000	$29,000	$15,000
UP 2005-163 (HMT)	1	1	$5,000	$5,000	$3,750
UP 2005-173 (HMT)	1	1	$7,500	$7,500	$5,250
UP 2005-174 (HMT)	2	2	$9,000	$9,000	$6,300
UP 2005-190 (HMT)	2	3	$11,000	$11,000	$7,500
UP 2005-214 (HMT)	2	3	$15,000	$15,000	$11,000
UP 2005-215 (HMT)	3	7	$41,500	$41,500	$29,850
UP 2005-228 (HMT)	1	1	$5,000	$0	$0
UP 2005-244 (HMT)	2	2	$9,000	$9,000	$6,300
UP 2005-245 (HMT)	1	2	$10,000	$10,000	$7,000
UP 2005-246 (HMT)	2	2	$5,000	$5,000	$2,500
UP 2005-249 (HMT)	2	2	$5,000	$5,000	$2,500
UP 2005-250 (HMT)	1	1	$2,500	$0	$0
UP 2005-268 (HMT)	1	1	$6,000	$6,000	$4,500
UP 2005-279 (HMT)	1	1	$7,500	$7,500	$5,500
UP 2005-287 (HMT)	1	1	$3,000	$3,000	$2,250
UP 2005-297 (HMT)	1	1	$2,000	$0	$0
UP 2005-298 (HMT)	1	1	$5,000	$0	$0
UP 2005-304 (HMT)	1	1	$7,500	$7,500	$5,250
UP 2005-310 (HMT)	2	2	$10,000	$10,000	$7,500
UP 2005-337 (HMT)	1	1	$5,000	$0	$0
UP 2005-339 (HMT)	1	1	$2,000	$2,000	$1,300
UP 2005-340 (HMT)	1	1	$2,000	$2,000	$1,350
UP 2005-344 (HMT)	2	2	$11,000	$6,000	$5,500
UP 2005-376 (HMT)	1	1	$1,000	$1,000	$750
UP 2005-423 (HMT)	2	2	$7,500	$2,500	$1,625
UP 2005-425 (HMT)	1	1	$7,500	$7,500	$5,250
UP 2006-7 (HMT)	1	1	$2,000	$2,000	$1,500
UP 2005-77 (HS)	4	12	$12,000	$12,000	$7,500
UP 2005-140 (HS)	4	4	$8,000	$8,000	$5,400
UP 2005-195 (HS)	7	11	$11,000	$11,000	$7,500
UP 2005-199 (HS)	1	1	$1,000	$1,000	$750
UP 2005-220 (HS)	9	18	$18,000	$18,000	$12,400
UP 2005-239 (HS)	2	3	$3,000	$3,000	$2,100
UP 2005-305 (HS)	2	2	$2,000	$2,000	$1,500
UP 2005-342 (HS)	1	1	$1,000	$1,000	$650
UP 2005-375 (HS)	1	2	$2,000	$2,000	$1,500
UP 2005-419 (HS)	2	2	$2,000	$2,000	$1,300
UP 2005-141 (HSR)	5	5	$5,000	$5,000	$3,500
UP 2005-198 (HSR)	4	4	$4,000	$4,000	$2,250
UP 2005-374 (HSR)	2	2	$2,000	$2,000	$1,300
UP 2004-289 (LI)	3	74	$74,000	$74,000	$44,000
UP 2005-26 (LI)	8	7	$27,500	$27,500	$18,800
UP 2005-38 (LI)	3	37	$37,000	$37,000	$24,800
UP 2005-43 (LI)	2	2	$4,000	$4,000	$3,075
UP 2005-71 (LI)	2	2	$2,000	$2,000	$1,500
UP 2005-76 (LI)	8	8	$38,000	$38,000	$25,500
UP 2005-168 (LI)	10	14	$54,500	$49,500	$34,000
UP 2005-192 (LI)	4	5	$11,000	$11,000	$7,900
UP 2005-193 (LI)	9	9	$27,500	$25,000	$18,400
UP 2005-204 (LI)	2	2	$7,500	$7,500	$5,300
UP 2005-229 (LI)	5	5	$15,000	$15,000	$10,700
UP 2005-264 (LI)	3	3	$8,500	$8,500	$6,100
UP 2005-265 (LI)	2	2	$5,000	$5,000	$3,800

UP 2005-266 (LI)	2	2	$7,500	$7,500	$5,400
UP 2005-280 (LI)	7	10	$32,500	$25,000	$17,000
UP 2005-302 (LI)	11	11	$33,000	$33,000	$23,000
UP 2005-358 (LI)	3	6	$14,000	$9,000	$6,700
UP 2005-384 (LI)	5	6	$22,500	$22,500	$18,900
UP 2005-399 (LI)	1	1	$2,500	$2,500	$1,700
UP 2005-405 (LI)	5	5	$8,000	$8,000	$6,200
UP 2005-67 (REM)	1	1	$5,000	$5,000	$3,500
UP 2005-99 (REM)	1	1	$5,000	$5,000	$3,500
UP 2005-112 (REM)	1	1	$5,000	$5,000	$3,250
UP 2005-145 (REM)	1	1	$5,000	$5,000	$3,500
UP 2005-241 (REM)	1	1	$5,000	$5,000	$3,500
UP 2005-247 (REM)	1	1	$5,000	$5,000	$3,750
UP 2005-66 (ROP)	1	1	$2,500	$2,500	$1,250
UP 2005-100 (ROP)	1	1	$2,000	$2,000	$1,500
UP 2005-109 (ROP)	1	1	$5,000	$5,000	$3,750
UP 2005-113 (ROP)	1	1	$2,000	$2,000	$1,400
UP 2005-115 (ROP)	1	1	$5,000	$5,000	$3,500
UP 2005-136 (ROP)	1	1	$5,000	$5,000	$3,500
UP 2005-184 (ROP)	2	2	$10,000	$10,000	$6,875
UP 2005-200 (ROP)	1	1	$5,000	$5,000	$3,500
UP 2005-209 (ROP)	1	1	$2,000	$2,000	$1,500
UP 2005-240 (ROP)	1	1	$5,000	$5,000	$3,250
UP 2005-357 (ROP)	1	1	$5,000	$5,000	$3,500
UP 2005-381 (ROR)	1	1	$5,000	$0	$0
UP 2005-386 (ROR)	1	1	$5,000	$5,000	$3,250
UP 2005-32 (RSP)	1	1	$5,000	$5,000	$3,750
UP 2005-52 (RSP)	2	2	$6,000	$6,000	$4,500
UP 2005-129 (RSP)	1	1	$1,000	$1,000	$600
UP 2005-232 (RSP)	1	1	$5,000	$5,000	$2,500
UP 2005-380 (RSP)	1	1	$2,500	$0	$0
UP 2005-416 (RSP)	1	1	$5,000	$5,000	$3,750
UP 2005-63 (RW)	1	1	$1,500	$1,500	$1,100
UP 2005-90 (RW)	1	1	$3,000	$3,000	$2,100
UP 2005-105 (RW)	6	6	$9,000	$9,000	$6,500
UP 2005-164 (RW)	1	1	$3,000	$3,000	$2,200
UP 2005-194 (RW)	1	1	$1,000	$1,000	$600
UP 2005-201 (RW)	1	2	$2,000	$2,000	$1,200
UP 2005-231 (RW)	1	1	$1,000	$1,000	$600
UP 2005-235 (RW)	3	3	$3,000	$3,000	$2,000
UP 2005-383 (RW)	2	2	$2,000	$2,000	$1,200
UP 2005-395 (RW)	1	1	$1,000	$1,000	$600
UP 2005-407 (RW)	1	1	$3,000	$3,000	$2,200
UP 2005-55 (SA)	6	6	$23,500	$23,500	$16,500
UP 2005-56 (SA)	5	5	$17,500	$17,500	$12,750
UP 2005-57 (SA)	8	8	$35,000	$35,000	$23,500
UP 2005-58 (SA)	9	9	$27,500	$27,500	$18,500
UP 2005-68 (SA)	1	1	$5,000	$2,500	$1,500
UP 2005-74 (SA)	1	1	$2,500	$2,500	$1,700
UP 2005-88 (SA)	3	3	$14,500	$7,000	$5,500
UP 2005-89 (SA)	3	3	$12,500	$10,000	$7,125
UP 2005-97 (SA)	3	3	$12,500	$12,500	$8,750
UP 2005-110 (SA)	1	1	$2,500	$2,500	$1,500
UP 2005-117 (SA)	4	4	$15,000	$12,500	$8,625
UP 2005-118 (SA)	3	3	$7,500	$7,500	$5,000
UP 2005-119 (SA)	3	3	$12,500	$12,500	$8,250
UP 2005-124 (SA)	1	1	$2,500	$2,500	$2,000

UP 2005-130 (SA)	2	2	$7,500	$2,500	$2,375
UP 2005-132 (SA)	1	1	$5,000	$2,500	$1,750
UP 2005-137 (SA)	1	1	$2,500	$2,500	$1,750
UP 2005-160 (SA)	9	9	$25,000	$25,000	$17,000
UP 2005-161 (SA)	8	11	$50,000	$50,000	$33,000
UP 2005-162 (SA)	9	9	$37,500	$32,000	$21,000
UP 2005-165 (SA)	8	8	$35,000	$35,000	$24,000
UP 2005-166 (SA)	6	6	$22,500	$22,500	$15,500
UP 2005-167 (SA)	7	7	$37,500	$22,500	$15,000
UP 2005-170 (SA)	7	7	$25,000	$25,000	$10,000
UP 2005-187 (SA)	6	6	$22,500	$20,000	$13,000
UP 2005-188 (SA)	5	5	$20,000	$17,500	$11,000
UP 2005-205 (SA)	6	6	$20,000	$17,500	$11,500
UP 2005-206 (SA)	7	7	$27,500	$27,500	$18,000
UP 2005-207 (SA)	8	8	$30,000	$27,500	$21,125
UP 2005-208 (SA)	1	1	$5,000	$5,000	$2,500
UP 2005-218 (SA)	4	4	$17,500	$15,000	$10,625
UP 2005-236 (SA)	6	6	$25,000	$25,000	$16,500
UP 2005-237 (SA)	6	6	$22,500	$22,500	$15,000
UP 2005-238 (SA)	5	5	$20,000	$20,000	$13,375
UP 2005-254 (SA)	8	8	$40,000	$40,000	$30,000
UP 2005-255 (SA)	8	8	$27,500	$27,500	$17,875
UP 2005-256 (SA)	8	8	$25,000	$25,000	$16,250
UP 2005-257 (SA)	5	5	$17,500	$17,500	$11,500
UP 2005-267 (SA)	4	4	$17,500	$17,500	$11,500
UP 2005-273 (SA)	5	5	$17,500	$17,500	$11,375
UP 2005-286 (SA)	5	5	$27,500	$25,000	$17,400
UP 2005-289 (SA)	6	6	$15,000	$15,000	$8,000
UP 2005-290 (SA)	6	6	$22,500	$22,500	$14,750
UP 2005-294 (SA)	8	8	$37,500	$37,500	$26,250
UP 2005-295 (SA)	5	5	$20,000	$20,000	$13,625
UP 2005-316 (SA)	7	7	$35,000	$35,000	$26,650
UP 2005-317 (SA)	5	5	$25,000	$22,500	$16,250
UP 2005-318 (SA)	8	8	$27,500	$27,500	$18,850
UP 2005-320 (SA)	3	3	$15,000	$15,000	$11,000
UP 2005-325 (SA)	1	1	$2,500	$2,500	$1,500
UP 2005-335 (SA)	1	1	$5,000	$5,000	$2,750
UP 2005-336 (SA)	1	1	$5,000	$2,500	$2,000
UP 2005-341 (SA)	1	1	$2,500	$2,500	$1,500
UP 2005-346 (SA)	14	14	$50,000	$40,000	$27,175
UP 2005-347 (SA)	2	2	$5,000	$5,000	$4,000
UP 2005-348 (SA)	4	4	$12,500	$12,500	$9,250
UP 2005-349 (SA)	2	2	$5,000	$5,000	$4,000
UP 2005-351 (SA)	4	4	$10,000	$10,000	$6,250
UP 2005-353 (SA)	1	1	$5,000	$5,000	$4,000
UP 2005-355 (SA)	1	1	$5,000	$5,000	$4,000
UP 2005-356 (SA)	1	1	$5,000	$5,000	$3,250
UP 2005-360 (SA)	6	6	$30,000	$25,000	$19,500
UP 2005-361 (SA)	1	1	$2,500	$2,500	$1,875
UP 2005-363 (SA)	5	5	$12,500	$0	$0
UP 2005-365 (SA)	9	9	$37,500	$37,500	$27,500
UP 2005-366 (SA)	6	6	$20,000	$17,500	$11,560
UP 2005-367 (SA)	3	3	$12,500	$12,500	$9,060
UP 2005-391 (SA)	8	8	$20,000	$20,000	$12,800
UP 2005-392 (SA)	8	8	$30,000	$30,000	$22,500
UP 2005-394 (SA)	7	7	$30,000	$25,000	$16,375
UP 2005-400 (SA)	3	3	$10,000	$10,000	$6,000

UP 2005-402 (SA)	5	5	$15,000	$15,000	$9,750
UP 2005-403 (SA)	6	6	$22,500	$22,500	$16,750
UP 2005-410 (SA)	3	3	$10,000	$7,500	$5,625
UP 2006-5 (SA)	2	2	$5,000	$5,000	$3,750
UP 2006-16 (SA)	1	1	$5,000	$5,000	$4,000
UP 2006-27 (SA)	7	7	$27,500	$27,500	$20,625
UP 2006-29 (SA)	8	8	$22,500	$22,500	$15,500
UP 2006-30 (SA)	2	2	$7,500	$7,500	$5,625
UP 2006-31 (SA)	4	4	$12,500	$12,500	$8,750
UP 2006-40 (SA)	1	1	$5,000	$5,000	$4,000
UP 2005-93 (SI)	1	1	$2,500	$2,500	$1,750
UP 2005-202 (SI)	1	1	$2,500	$2,500	$1,750
UP 2005-301 (SI)	1	1	$5,000	$5,000	$3,850
UP 2005-322 (SI)	1	1	$5,000	$5,000	$3,500
UP 2005-428 (SI)	1	1	$5,000	$5,000	$3,950
UP 2005-20 (TS)	3	7	$21,000	$18,500	$12,000
UP 2005-60 (TS)	2	9	$22,000	$22,000	$16,000
UP 2005-65 (TS)	1	3	$8,500	$8,500	$6,100
UP 2005-80 (TS)	3	10	$19,500	$11,500	$8,000
UP 2005-81 (TS)	3	3	$8,500	$8,500	$6,500
UP 2005-83 (TS)	1	3	$15,000	$0	$0
UP 2005-84 (TS)	3	9	$30,000	$20,000	$16,500
UP 2005-85 (TS)	5	12	$25,500	$15,500	$11,500
UP 2005-86 (TS)	5	5	$17,500	$17,500	$12,800
UP 2005-91 (TS)	2	19	$35,000	$35,000	$23,500
UP 2005-92 (TS)	2	3	$7,500	$7,500	$5,000
UP 2005-96 (TS)	2	2	$3,500	$3,500	$2,500
UP 2005-116 (TS)	3	5	$20,000	$20,000	$14,500
UP 2005-120 (TS)	2	2	$7,500	$7,500	$5,600
UP 2005-121 (TS)	2	2	$10,000	$10,000	$7,500
UP 2005-122 (TS)	2	3	$12,500	$12,500	$8,500
UP 2005-123 (TS)	2	5	$20,000	$20,000	$14,000
UP 2005-125 (TS)	1	1	$2,500	$2,500	$1,700
UP 2005-128 (TS)	1	2	$7,500	$7,500	$4,800
UP 2005-144 (TS)	2	36	$48,500	$48,500	$30,000
UP 2005-146 (TS)	2	2	$7,500	$7,500	$5,675
UP 2005-147 (TS)	1	2	$5,000	$5,000	$3,250
UP 2005-150 (TS)	2	2	$6,000	$6,000	$4,550
UP 2005-151 (TS)	2	2	$10,000	$10,000	$7,500
UP 2005-152 (TS)	2	11	$29,500	$29,500	$20,500
UP 2005-153 (TS)	2	3	$7,500	$7,500	$5,200
UP 2005-154 (TS)	1	3	$8,500	$3,500	$2,614
UP 2005-157 (TS)	1	1	$11,000	$11,000	$8,100
UP 2005-176 (TS)	2	4	$5,500	$5,500	$4,150
UP 2005-177 (TS)	2	6	$26,000	$26,000	$18,000
UP 2005-178 (TS)	3	5	$5,000	$5,000	$3,250
UP 2005-179 (TS)	3	3	$3,000	$3,000	$2,000
UP 2005-180 (TS)	3	3	$4,500	$4,500	$3,000
UP 2005-181 (TS)	1	2	$5,000	$5,000	$3,750
UP 2005-189 (TS)	2	2	$5,000	$5,000	$3,400
UP 2005-216 (TS)	1	1	$1,000	$1,000	$750
UP 2005-223 (TS)	1	1	$5,000	$5,000	$3,500
UP 2005-224 (TS)	2	2	$7,500	$7,500	$5,500
UP 2005-225 (TS)	1	1	$2,500	$2,500	$1,950
UP 2005-233 (TS)	1	1	$5,000	$5,000	$3,250
UP 2005-242 (TS)	1	2	$10,000	$10,000	$7,000
UP 2005-243 (TS)	1	1	$1,000	$1,000	$600

UP 2005-259 (TS)	1	1	$5,000	$5,000	$3,750
UP 2005-260 (TS)	1	1	$5,000	$5,000	$3,500
UP 2005-274 (TS)	1	1	$5,000	$5,000	$3,750
UP 2005-275 (TS)	2	4	$17,500	$17,500	$12,800
UP 2005-276 (TS)	2	2	$6,000	$6,000	$4,500
UP 2005-277 (TS)	2	3	$11,000	$11,000	$7,500
UP 2005-284 (TS)	2	4	$16,000	$16,000	$11,000
UP 2005-285 (TS)	2	2	$10,000	$10,000	$7,000
UP 2005-288 (TS)	1	2	$5,000	$5,000	$3,450
UP 2005-291 (TS)	2	2	$4,500	$4,500	$3,000
UP 2005-292 (TS)	1	1	$5,000	$5,000	$3,750
UP 2005-296 (TS)	1	1	$2,500	$2,500	$1,875
UP 2005-315 (TS)	3	5	$25,000	$25,000	$17,100
UP 2005-329 (TS)	2	13	$13,000	$13,000	$9,000
UP 2005-368 (TS)	2	3	$10,000	$10,000	$6,500
UP 2005-369 (TS)	1	1	$2,500	$2,500	$1,700
UP 2005-372 (TS)	2	4	$17,000	$15,000	$12,500
UP 2005-373 (TS)	1	1	$3,000	$3,000	$550
UP 2005-378 (TS)	2	12	$32,500	$12,500	$12,000
UP 2005-379 (TS)	2	2	$7,500	$7,500	$5,600
UP 2005-382 (TS)	2	3	$3,000	$3,000	$2,000
UP 2005-396 (TS)	2	5	$5,000	$5,000	$3,500
UP 2005-417 (TS)	2	2	$10,000	$10,000	$7,000
UP 2006-10 (TS)	1	1	$1,000	$1,000	$750
UP 2006-12 (TS)	1	4	$17,500	$17,500	$12,000
UTAH 2004-1 (FCS)	1	1	$5,000	$5,000	$5,000
UTAH 2004-2 (SA)	2	2	$5,000	$5,000	$5,000
WPRR 2005-2 (TS)	1	1	$2,500	$2,500	$2,500
WRRC 2005-1 (LI)	2	2	$5,000	$5,000	$3,600
WSOR 2003-1 (FCS)	1	1	$5,000	$5,000	$3,200
WTLC 2003-1 (TS)	1	1	$2,500	$2,500	$1,500
Totals:			**$14,346,500**	**$13,279,900**	**$8,932,670**

FRA Railroad Code	Railroad Name
AA	ANN ARBOR RAILROAD
AAW	ALLEGHENY AND WESTERN RAILWAY COMPANY
ABB	AKRON & BARBERTON BELT RAILROAD CO.
ABL	ALAMEDA BELT LINE
ABPR	ABERDEEN AND BRIAR PATCH RAILWAY COMPANY
ABS	ALABAMA SOUTHERN RAILROAD
AC	ALGOMA CENTRAL RAILWAY, INC.
ACBT	ATLANTIC COUNTY BOARD OF TRANSPORTATION
ACJR	ASHTABULA, CARSON AND JEFFERSON RAILROAD
ACRC	ANDALUSIA & CONECUH RAILROAD CO.
ACWR	ABERDEEN, CAROLINA AND WESTERN RAILROAD
ACY	AKRON, CANTON AND YOUNGSTOWN RAILROAD
ADBF	ADRIAN & BLISSFIELD RAILROAD CO.
ADN	ASHLEY, DREW & NORTHERN RAILWAY COMPANY
ADRC	ADIRONDACK RAILWAY CORPORATION
AEC	ATLANTIC AND EAST CAROLINA RAILWAY
AEFR	AURORA, ELGIN AND FOX RIVER
AERC	ALBANY AND EASTERN RAILROAD COMPANY
AFLR	ALABAMA & FLORIDA RAILWAY CO.
AFT	AMERICAN FREEDOM TRAIN FOUNDATION
AG	ABBEVILE-GRIMES RAILWAY COMPANY
AGC	ALABAMA & GULF COAST RAILWAY, LLC
AGCR	ALAMO GULF COAST RAILROAD
AGLF	ATLANTIC AND GULF RAILROAD
AGS	THE ALABAMA GREAT SOUTHERN RAILROAD CO.
AHT	ALASKA HYDRO - TRAIN
AHW	THE AHNAPEE & WESTERN RAILWAY COMPANY
AJ	ALMA AND JONQUIERS RAILWAY COMPANY
AJT	ATLANTA JOINT TERMINAL COMPANY
AKDN	ACADIANA RAILWAY COMPANY
AKMD	ARKANSAS MIDLAND RAILROAD
AL	ALMANOR RAILROAD COMPANY
ALAB	ALABAMA RAILROAD CO.
ALC	ALLEGHENY CENTRAL RAILROAD
ALM	ARKANSAS & LOUISIANA & MISSISSIPPI RAILWAY COMPANY
ALN	ALBANY AND NORTHERN RAILROAD
ALQS	ALIQUIPPA AND SOUTHERN RAILROAD COMPANY
ALS	THE ALTON AND SOUTHERN RAILWAY CO.
ALY	ALLEGHANY RAILROAD
AM	ARKANSAS AND MISSOURI RAILROAD COMPANY
AMC	AMADOR CENTRAL RAILROAD COMPANY
AMR	ARCATA AND MAD RIVER RAILROAD COMPANY
AMRT	ARKANSAS & MEMPHIS RAILWAY BRIDGE & TERMINAL CO.
AMSI	AMERICAN SHORTLINE INCORPORATED
AN	APPALACHICOLA NORTHERN RAILROAD COMPANY
ANC	ATLANTIC AND NORTH CAROLINA RAILROAD CO.
ANR	ANGELINA & NECHES RIVER RAILROAD CO.

AOR	ALIQUIPPA AND OHIO RIVER RAILROAD
APA	THE APACHE RAILWAY CO.
APNC	APPANOOSE COUNTY COMMUNITY RAILROAD COMPANY
APRR	ALBANY PORT RAILROAD CORPORATION
APT	ALBANY PASSENGER TERMINAL CO.
AR	ABERDEEN AND ROCKFISH RAILROAD COMPANY
ARA	ARCADE AND ATTICA RAILROAD CORPORATION
ARC	ALEXANDER RAILROAD COMPANY
ARR	ALASKA RAILROAD CORPORATION
ARRG	ALTRA RAILROAD COMPANY
ARW	KANSAS CITY SOUTHERN RW
ARZC	ARIZONA AND CALIFORNIA RAILROAD CO.
AS	ABILENE AND SOUTHERN RAILWAY COMPANY
ASAB	ATLANTA & SAINT ANDREWS BAY RAILWAY COMPANY
ASML	ATLANTA, STONE MOUNTAIN AND LITHONIA
ASRR	AUGUSTA AND SUMMERVILLE RAILROAD COMPANY
ASRW	ALLEGHENY SOUTHERN RAILWAY
ASRY	ASHLAND RAILWAY INC.
AT	ALASKA TRAIN SHIP CORPORATION
ATAX	ALAMEDA TRANSPORTATION CORRIDOR AUTHORITY
ATB	ATCHINSON BRIDGE COMPANY
ATC	AUTOTRAIN CORPORATION
ATK	NATIONAL RAILROAD PASSENGER CORPORATION
ATLT	AUSTIN, TODD AND LADD RAILROAD CO.
ATN	ALABAMA & TENNESSEE RIVER RAILWAY, LLC
ATRW	ANTHRACITE RAILWAY, INCORPORATED
ATSF	THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY
ATW	ATLANTIC AND WESTERN RAILWAY COMPANY
AUAR	AUSTIN AREA TERMINAL RAILROAD
AUG	AUGUSTA RAILROAD COMPANY
AUNW	AUSTIN AND NORTHWESTERN RAILROAD
AVL	AROOSTOOK VALLEY RAILROAD COMPANY
AVR	ALLEGHENY VALLEY RAILROAD CO.
AWP	ATLANTA AND WEST POINT RAILROAD COMPANY
AWRR	AUSTIN WESTERN RAILROAD
AWW	ALGERS, WINSLOW AND WESTERN RAILWAY COMPANY
AZ	ANACMAIN RAILROAD
AZCR	ARIZONA CENTRAL RAILROAD, INCORPORATED
AZER	ARIZONA EASTERN RAILWAY
BAP	BUTTLE, ANACONDA & PACIFIC RAILROAD COMPANY
BAR	BANGOR AND AROOSTOOK RAILROAD
BAYL	BAY LINE RR
BB	BUCKINGHAM BRANCH RAILROAD COMPANY
BBI	BEYEL BROTHERS INC.
BCG	BUFFALO CREEK AND GAULEY "W. VA."
BCK	BUFFALO CREEK RAILROAD
BCLR	BAY COLONY RAILROAD
BCOL	BC RAIL LTD.
BCRR	BOYNE CITY RAILROAD COMPANY
BDRV	BELVIDERE & DELAWARE RIVER RAILWAY
BDTL	BALLARD TERMINAL RAILROAD
BE	BALTIMORE AND EASTERN RAILROAD COMPANY

BECX	BEAUFORT WEST COAST RAILROAD, INC.
BEDT	BROOKLYN EASTERN DISTRICT TERMINAL RAILROAD
BEEM	BEECH MOUNTAIN RAILROAD COMPANY
BFC	BELLEFONTE CENTRAL RAILROAD COMPANY
BFRR	BUFFALO RIDGE RAILROAD COMPANY
BGCM	BOUNTIFUL GRAIN & CRAIG MOUNTAIN RAILROAD
BGEX	BIG EAGLE RAIL LLC
BH	BATH AND HAMMONDSPORT RAILROAD COMPANY
BHC	BLACK HILLS CENTRAL RAILROAD
BHS	BONHOMIE AND HATTIESBURG SOUTHERN RR CO
BHWY	BOOTHILL & WESTERN RAILWAY CO.
BIR	BLAIRSVILLE AND INDIANA RAILROAD
BITY	BRISTOL INDUSTRIAL TERMINAL RAILWAY CO.
BJRY	BURLINGTON JUNCTION RAILWAY
BKRR	BATTEN KILL RAILROAD
BLE	BESSEMER & LAKE ERIE RAILROAD COMPANY
BLMR	BLUE MOUNTAIN RAILROAD COMPANY
BLOL	BLOOMER SHIPPERS CONNECTING RAILROAD CO.
BLRR	BEE LINE RAILROAD, INC.
BM	BOSTON AND MAINE CORPORATION
BMB	BROWNVILLE AND MATAMOROS BRIDGE COMPANY
BMH	BEAUFORT & MOREHEAD RAILROAD COMPANY
BML	BELFAST & MOOSEHEAD LAKE PRESERVATION SOCIETY
BMLP	BLACK MESA AND LAKE POWELL RAILROAD
BMRG	BLUE MOUNTAIN & READING RAILROAD
BMRX	BLUE MOUNTAIN RR CO.
BMS	BERLIN MILLS RAILWAY
BN	BURLINGTON NORTHERN RAILROAD COMPANY
BNG	BLACKWELL NORTHERN GATEWAY RAILROAD COMPANY
BNM	BURLINGTON NORTHERN MATERIALS DEPARTMENT
BNSF	BNSF RAILWAY COMPANY
BO	THE BALTIMORE AND OHIO RAILROAD COMPANY
BOCT	BALTIMORE AND OHIO CHICAGO TERMINAL RAILROAD CO.
BOP	BORDER PACIFIC RAILROAD
BPRR	BUFFALO & PITTSBURGH RAILROAD, INC.
BRC	THE BELT RAILWAY COMPANY OF CHICAGO
BRFD	BRANFORD STEAM RAILROAD
BRG	BROWNSVILLE AND RIO GRANDE INTERNATIONAL RAILROAD
BRMI	BLUEGRASS RAILROAD MUSEUM, INCORPORATED
BRR	BELTON RAILROAD COMPANY
BRRC	BORINSTEIN RAILROAD COMPANY
BRTR	BLUE ROCK TRANSPORTATION COMPANY
BRW	BLACK RIVER & WESTERN RAILROAD
BS	BIRMINGHAM SOUTHERN RAILROAD COMPANY
BSFS	BIG SOUTH FORK SCENIC RAILWAY
BSINC	INACTIVE: BERGHORST & SON, INC.
BSLR	BURLINGTON SHORT LINE
BSOR	BUFFALO SOUTHERN RAILROAD, INCORPORATED
BSV	BOONE AND SCENIC VALLEY
BT	BIRMINGHAM TERMINAL COMPANY
BTC	BOSTON TERMINAL COMPANY
BTSZ	BULK TRANSLOADING SERVICE

BULL	BULLOCH FERTILIZER COMPANY
BVRY	BRANDYWINE VALLEY RAILROAD COMPANY
BVS	BEVIER & SOUTHERN RAILROAD COMPANY
BWDX	BROADWAY DINNER TRAIN
BXN	BAUXITE & NORTHERN RAILWAY COMPANY
CA	CHESAPEAKE & ALBEMARLE RAILROAD COMPANY
CACV	COOPERSTOWN & CHARLOTTE VALLEY RAILWAY CORPORATION
CAD	CADIZ RAILROAD COMPANY
CAGY	COLUMBUS & GREENVILLE RAILWAY COMPANY
CAMR	CANADIAN AMERICAN RAILROAD COMPANY
CAPQ	CARDINAL PAINTING
CARR	CARROLLTON RAILROAD
CARS	CAROLINA SOUTHERN RAILROAD COMPANY
CARW	CAROLINA WESTERN RAILROAD
CARX	CANADIAN ATLANTIC RAILROAD
CASO	C. P. RAIL (CASO)
CASR	CASCADE RECREATIONAL RAILROAD
CASS	CASS SCENIC
CBC	CARBON COUNTY RAILWAY COMPANY
CBGR	COUNCIL BLUFFS RAILWAY COMPANY
CBH	CROSS BAY HARBOR
CBL	CONEMAUGH & BLACK LICK RAILROAD COMPANY
CBOA	COUNCIL BLUFFS AND OTTUMWA RAILWAY, INCORPORATED
CBR	CURTIS BAY RAILROAD COMPANY
CBRM	CHILLICOTHE & BRUNSWICK RAIL MAINTENANCE AUTHORITY
CBRV	CHATTAHOOCHEE BAY RAILROAD
CBRY	COPPER BASIN RAILWAY, INC.
CBYN	CROSBYTON RAILROAD COMPANY
CC	CHICAGO, CENTRAL & PACIFIC RAILROAD COMPANY
CCCL	CONNECTICUT CENTRAL RAILROAD
CCEX	COLORADO CENTRAL RAILROAD
CCKY	CHATTANOOGA & CHICKAMAUGA RAILROAD
CCO	CLINCHFIELD RAILROAD
CCP	CHICAGO, CENTRAL AND PACIFIC RAILROAD COMPANY
CCPR	CHELATCHIE PRAIRIE RAILROAD COMPANY
CCR	CORINTH AND COUNCE RAILROAD COMPANY
CCRX	CAPE COD RAILROAD
CCRY	CHARLES CITY RAIL LINE
CCRZ	CHICAGO COMMUTER RAIL SERVICE BOARD
CCT	CENTRAL CALIFORNIA TRACTION COMPANY
CCTA	CORPUS CHRISTI TERMINAL ASSOCIATION
CCV	CRIPPLE CREEK AND VICTOR
CCYR	COLLETON COUNTY RAILROAD
CDOT	CONN. DEPT. OF TRANSPORTATION
CECO	CECIL COUNTY
CEDR	CEDAR RIVER RAILROAD COMPANY
CEI	CHICAGO AND EASTERN ILLINOIS
CEIW	CENTRAL INDIANA AND WESTERN RAILROAD COMPANY
CEMR	CENTRAL MANITOBA RAILWAY
CEOH	CONECUH VALLEY RR
CERA	CENTRAL RAILROAD COMPANY OF INDIANAPOLIS
CERZ	CONNECTICUT ELECTRIC RAILWAY

CFE	CHICAGO FT. WAYNE & EASTERN RAILROAD
CFI	COLORADO FUEL AND IRON CORPORATION
CFNR	CALIFORNIA NORTHERN RAILROAD
CFW	CITY OF FT. WORTH
CFWR	CANEY FORK & WESTERN RAILROAD
CGA	CENTRAL OF GEORGIA RAILROAD COMPANY
CGIV	CARGILL INCORPORATED GOSCNA
CGNE	CHAMPAGNE RAILROAD, INC.
CHAT	CHATTAHOOCHEE BAY RAILROAD INC
CHCR	CITY OF HAINES CITY
CHH	CHESWICK AND HARMAR RAILROAD COMPANY
CHIN	CHICAGO INDIANA RAILWAY
CHNY	CHENEY RAILROAD COMPANY, INCORPORATED
CHRC	CHAPARRAL RAILROAD COMPANY, INCORPORATED
CHSR	CHILLICOTHE SOUTHERN
CHT	CHATTANOOGA TRACTION COMPANY
CHTC	CHATHAM TERMINAL COMPANY
CHTT	CHICAGO HEIGHTS TERMINAL TRANSFER RAILROAD COMPANY
CHUS	CHARLESTON UNION STATION COMPANY
CHV	CHATTAHOOCHEE VALLEY RAILWAY COMPANY
CHW	CHESAPEAKE WESTERN RAILWAY
CHWE	CHEHALIS WESTERN
CI	CAMBRIA AND INDIANA RAILROAD COMPANY
CIC	CEDAR RAPIDS AND IOWA CITY RAILWAY COMPANY
CIM	CHICAGO & ILLINOIS MIDLAND RAILWAY COMPANY
CIND	CENTRAL INDIANA RAILWAY COMPANY
CIR	CENTRAL IOWA RAILROAD
CIRC	CONSOLIDATED INSPECTION AND REPAIR CORP.
CIRR	CHATTAHOOCHEE INDUSTRIAL RAILROAD
CISC	CITIES SERVICE COMPANY-COPPERHILL, TENN.
CISD	COLONEL'S ISLAND RAILROAD COMPANY
CIUT	CINCINNATI UNION TERMINAL
CIW	CHICAGO & ILLINOIS WESTERN RAILROAD
CJRR	C & J RAILROAD INVESTMENT COMPANY, INC.
CKIN	CHESAPEAKE AND INDIANA RAILROAD COMPANY INC.
CKP	COLORADO KANSAS AND PACIFIC RAILWAY
CKRY	CENTRAL KANSAS RAILWAY
CKSI	CARTHAGE, KNIGHTSTOWN & SHIRLEY RAILROAD
CKSO	CONDON, KINZUS AND SOUTHERN RR CO
CKZ	CIRCLE K
CLC	COLUMBIA & COWLITZ RAILWAY COMPANY
CLEI	CLEVELAND ELECTRIC ILLUMINATING COMPANY
CLGR	CENTRAL LOUISIANA GULF
CLIF	CLIFFSIDE RAILROAD COMPANY
CLJ	CITY OF LA JUNTA
CLK	CADILLAC & LAKE CITY RAILWAY COMPANY
CLNA	CAROLINA COASTAL RAILWAY, INC.
CLP	CLARENDON AND PITTSFORD RAILROAD COMPANY
CLSL	COLUMBIA & SILVER CREEK RAILROAD
CLUT	CLEVELAND UNION TERMINALS COMPANY
CLZ	CONTINENTAL LUMBER CO.
CM	CENTRAL MONTANA RAILROAD

CMCZ	CARTER MINING CO.
CMER	CURTIS, MILBURN AND EASTERN RAILROAD
CMGN	CENTRAL MICHIGAN RAILWAY COMPANY
CMNW	CHICAGO, MISSOURI & WESTERN RAILWAY COMPANY
CMPA	MADISON RAILROAD DIVISION
CMR	CENTRAL MIDLAND RAILWAY
CMT	CHICAGO MASS TRANSIT
CMTY	CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
CMZ	CABALLO MINE COMPANY
CN	CANADIAN NATIONAL RAILWAY COMPANY
CNCQ	CANAC, INC.
CNJ	CENTRAL RAILROAD COMPANY OF NEW JERSEY
CNL	COLUMBIA, NEWBERRY AND LAURENS RAILROAD COMPANY
CNO	CANADIAN NORTHERN
CNTP	THE CINCINNATI, NEW ORLEANS & TEXAS PAC. RY. CO.
CNUR	CONNERSVILLE AND NEW CASTLE RAILROAD
CNW	CHICAGO AND NORTH WESTERN RAILWAY COMPANY
CNWS	CAROLINA & NORTHWESTERN RAILROAD, INCORPORATED
CNYK	CENTRAL NEW YORK RAILROAD CORP.
CNYZ	CITY OF NEW YORK
CO	THE CHESAPEAKE AND OHIO RAILWAY COMPANY
COCT	COOK COAL TERMINAL
COE	COLORADO & EASTERN RAILROAD COMPANY (85) - CEASING
COER	CRAB ORCHARD & EGYPTIAN RAILROAD
COHX	CITY OF HENDERSON
COMZ	CORDERO MINE
COP	CITY OF PRINEVILLE RAILWAY
COPH	CITY OF PHILDELPHIA
CORP	CENTRAL OREGON & PACIFIC RAILROAD
COSR	CONNECTICUT SOUTHERN RAILROAD
COT	CITY OF TAMPA
CP	CANADIAN PACIFIC RAILWAY
CPA	COUDERSPORT AND PORT ALLEGHENY RR CO.
CPC	COLLINS PINE COMPANY
CPDR	CAROLINA PIEDMONT DIVISION
CPF	COTTON PLANT-FARGO RAILWAY COMPANY
CPLJ	CAMP LEJEUNE RAILROAD COMPANY
CPLT	CAMINO, PLACERVILLE & LAKE TAHOE RAILROAD COMPANY
CPLZ	CAROLINA POWER & LIGHT
CPTC	CHICAGO PRODUCE TERMINAL
CPVM	CANADIAN PACIFIC RAILWAY (VERMONT AND MICHIGAN)
CPW	CHICAGO, PEORIA AND WESTERN RR CO.
CQ	CLEVELAND QUARRIES
CR	CONSOLIDATED RAIL CORPORATION
CRB	CAMP ROBERTS BASE
CRC	CALUMET WESTERN RAILROAD
CRCZ	CARRIE RADEY CO.
CRFL	CONRAIL FLEXI-FLO TERMINAL
CRI	CHICAGO RIVER AND INDIANA RAILROAD COMPANY
CRIJ	CAROLINA RAIL SERVICES
CRL	CHICAGO RAIL LINK LLC
CRLE	COE RAIL INC.

CRN	CAROLINA AND NORTHWESTERN RAILWAY COMPANY
CRPZ	CENTRAL RAILROAD COMPANY OF PENNSYLVANIA
CRRC	CHIPPEWA RIVER RAILROAD COMPANY
CRRX	CANON CITY ROYAL GORGE RAILROAD
CRSA	CRUCIBLE STEEL OF AMERICAN
CRSM	CONSOLIDATED RAIL CORPORATION
CRVC	CIMARRON RIVER VALLEY RAILWAY
CRYS	CRYSLER CORP.
CS	COLORADO AND SOUTHERN RAILWAY
CSCD	CASCADE AND COLUMBIA RIVER
CSIV	CITY OF SPENCER, IOWA
CSIX	COE SUN INCORPORATED
CSKR	C&S RAILROAD CORPORATION
CSL	CHICAGO SHORT LINE RAILWAY COMPANY
CSP	CAMAS PRAIRIE RAILROAD COMPANY
CSR	CONWAY SCENIC RAILROAD
CSRM	CALIFORNIA STATE RAILROAD MUSEUM
CSRR	CHESSIE SYSTEM RAILROADS
CSS	CHICAGO SOUTHSHORE & SOUTH BEND RAILROAD
CSX	CSX TRANSPORTATION, INC.
CT	COLUMBIA TERMINALS RAILROAD
CTC	CENTER FOR TRANSPORTATION
CTER	CINCINNATI TERMINAL RAILROAD
CTML	CAIRO TERMINAL RAILROAD COMPANY
CTN	CANTON RAILROAD COMPANY
CTRC	CHATTANOOGA TERMINAL RAILWAY COMPANY
CTRR	CLOQUET TERMINAL RR CO INC
CTRX	CHAPERAL AND TEXAS RAILROAD
CTSR	CUMBRES AND TOLTEC SCENIC RAILROAD
CTV	CONNECTICUT VALLEY
CUEA	COLORADO-UTE-ELECTRIC ASSOC.
CUOH	COLUMBUS AND OHIO RIVER RAILROAD
CUST	CHICAGO UNION STATION COMPANY
CUVA	CUYAHOGA VALLEY RAILWAY COMPANY
CV	CENTRAL VERMONT RAILWAY, INC.
CVAR	CEDAR VALLEY RAILROAD
CVRS	CHOICE VEND RAILROAD SIDING
CVSX	CUYAHOGA VALLEY SCENIC RAILWAY
CVYR	CADDO VALLEY RAILROAD COMPANY, INC.
CW	COLORADO & WYOMING RAILWAY COMPANY
CWA	CENTRAL WASHINGTON RAILROAD COMPANY
CWI	CHICAGO AND WESTERN INDIANA RAILROAD
CWR	CALIFORNIA WESTERN RAILROAD
CWRC	CENTRAL WISCONSIN RAILROAD COMPANY
CWRL	CENTRAL WESTERN RAILWAY CORPORATION
CWRO	CLEVELAND WORKS RAILWAY CO.
CWRY	COMMONWEALTH RAILWAY, INCORPORATED
CY	CITY OF YAKIMA
CZRY	CARRIZO GORGE RAILWAY
DA	DOMINION ATLANTIC RAILWAY
DAIR	D & I RAILROAD COMPANY
DAKR	DAKOTA RAILROAD

DARZ	DELTA RAIL CORPORATION
DC	DELRAY CONNECTING RAILROAD COMPANY
DCFB	DODGE CITY FORD & BUCKLIN RAILROAD
DCI	DES MOINES AND CENTRAL IOWA RAILWAY COMPANY
DCLR	DELAWARE COAST LINE
DCRX	DEADWOOD CENTRAL RAILROAD COMPANY
DDOT	DELAWARE DEPARTMENT OF TRANSPORTATION
DE	DETROIT EDISON
DEAD	DEAD RIVER COMPANY
DER	DUNN-ERWIN RAILWAY CORPORATION
DEXT	DEXTER CARPENTER COAL CO.
DF	DIERK'S FOREST
DFCR	DENVER FEDERAL CENTER
DGNO	DALLAS, GARLAND AND NORTHEASTERN RAILROAD INC.
DH	DELAWARE AND HUDSON RAILWAY CO., INC.
DHC	DONNER-HANNA COKE INC.
DI	DAKOTA & IOWA RAILROAD
DKS	DONIPHAN, KENESETT & SEARCY RAILWAY
DL	DELAWARE LACKWANNA RAILROAD
DLWR	DEPEW LANCASTER AND WESTERN RAILROAD CO.
DM	DETROIT AND MACKINAC RAILWAY COMPANY
DME	DAKOTA, MINNESOTA & EASTERN RR CORP.
DMIR	DULUTH, MISSABE AND IRON RANGE RAILWAY COMPANY
DMM	DANSVILLE AND MOUNT MORRIS RAILROAD COMPANY
DMR	DETROIT MANUFACTURERS RAILROAD
DMT	DES MOINES TERMINAL COMPANY
DMTZ	DUNDALK MARINE TERMINAL
DMU	DES MOINES UNION RAILWAY COMPANY
DMVW	DAKOTA, MISSOURI VALLEY & WESTERN RAILROAD, INC.
DMW	DES MOINES WESTERN RAILWAY COMPANY
DN	DAKOTA NORTHERN RAILROAD INC
DNE	DULUTH & NORTHEASTERN RAILROAD COMPANY
DOD	U.S. DEPARTMENT OF DEFENSE
DOM	DELTA OIL MILL
DOS	DELAWARE OTSEGO CORPORATION
DOTO	OHIO RAIL CORPORATION
DPL	DELMARVA POWER & LIGHT
DQE	DEQUEEN AND EASTERN RAILROAD COMPANY
DR	DARDANELLE & RUSSELLVILLE RAILROAD
DRC	DELAWARE RAILROAD COMPANY
DRGW	THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY
DRHV	DURANGO RAILROAD HISTORICAL SOCIETY
DRI	DAVENPORT, ROCK ISLAND & NORTH WESTERN RAILWAY
DRIR	DENVER ROCK ISLAND
DRPA	DELAWARE RIVER PORT AUTHORITY
DRT	DETROIT RIVER TUNNEL COMPANY
DRWY	DENVER RAILWAY, INCORPORATED
DS	DURHAM AND SOUTHERN RAILWAY COMPANY
DSRC	DAKOTA SOUTHERN RAILWAY COMPANY
DSRR	DELTA SOUTHERN RAILROAD COMPANY
DSY	DIESEL SUPPLY
DT	DETROIT TERMINAL RAILROAD COMPANY

DTE	DRESSER TRANS. EQUIP. DIVISION
DTI	DETROIT, TOLEDO AND IRONTON RAILROAD COMPANY
DTM	DETROIT, TOLEDO AND MILWAUKEE RR CO
DTNC	NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DTP	DEPT. OF TRANS. - PUEBLO TEST CENTER
DTS	DETROIT AND TOLEDO SHORE LINE RAILROAD
DU	DAYTON UNION RAILWAY COMPANY
DUDT	DULUTH, UNION DEPOT AND TRANSFER COMPANY
DUPZ	RCC WILL CODE
DURC	DURDEN COMPANY
DUS	DENVER UNION STOCKYARD CORPORATION
DUT	DENVER UNION TERMINAL RAILWAY
DUVT	DUVAL TRANSPORTATION OF THE CAROLINAS
DVR	DEVCO RAILWAY
DVS	DELTA VALLEY & SOUTHERN RAILWAY COMPANY
DW	DANVILLE AND WESTERN RAILWAY COMPANY
DWP	DULUTH, WINNIPEG AND PACIFIC RAILWAY COMPANY
DXMZ	DX MARKETING AND REFINING COMPANY
EACH	EAST CAMDEN & HIGHLAND RAILROAD CO.
EARY	EASTERN ALABAMA RAILWAY
EBL	EAST BRANCH AND LINCOLN
EBLV	EVANSVILLE BELT LINE RAILROAD
EBT	EAST BROADTOP
ECBR	EAST COOPER AND BERKELEY RAILROAD
ECC	EMPIRE COKE COMPANY
EDW	EL DORADO & WESSON RAILWAY CO.
EEC	EAST ERIE COMMERCIAL RAILROAD
EERZ	ELLIS & EASTERN RAILROAD
EIRC	EASTERN ILLINOIS RAILROAD COMPANY
EIRR	EASTERN IDAHO RAILROAD
EJE	ELGIN JOLIET AND EASTERN RAILWAY COMPANY
EJER	ELIGIN, JOLIET & EASTERN RAILWAY COMPAMY
EJR	EAST JERSEY RAILROAD AND TERMINAL COMPANY
EKS	EDWARD KRAEMER & SONS
EL	ERIE LACKAWANNA RAILROAD
ELMD	ELECTRO-MOTIVE
ELRZ	ELK RIVER RAILROAD, INCORPORATED
ELS	ESCANABA AND LAKE SUPERIOR RAILROAD COMPANY
EM	EDGMOOR & MANETTA RAILWAY
ENIC	ENID CENTRAL RAILROAD
EPTC	EAST PORTLAND TRACTION COMPANY
EPUP	EL PASO UNION PASSENGER TERMINAL
ERAIL	ECONO-RAIL CORPORATION
ERC	EBENEZER RAIL CAR COMPANY
ERIE	ERIE MINING COMPANY
ERS	EASTERN RAILWAY SUPPLY
ESHR	EASTERN SHORE RAILROAD INCORPORATED
ESLJ	EAST ST. LOUIS JUNCTION RAILROAD COMPANY
ESSV	EXEL SWITCHING SERVICE
ESWR	ESCALANTA WESTERN RAILROAD
ETL	ESSEX TERMINAL RAILROAD
ETMX	ENTERTAINMENT LINE

ETRY	EAST TENNESSEE RAILWAY L.P.
EUGX	FARMAR COMPANY INC.
EUKA	EUREKA SOUTHERN RAILROAD COMPANY INCORPORATED
EV	EVERETT RAILROAD COMPANY
EVWR	EVANSVILLE WESTERN RAILWAY, INCORPORATED
EW	EAST WASHINGTON RAILWAY COMPANY
EWG	EASTERN WASHINGTON GATEWAY RAILROAD
EWR	ERIE WESTERN RAILWAY
EWRR	ELKHORN & WALWORTH RAILROAD
FAPR	FLOYDADA AND PLAINVIEW RAILROAD COMPANY
FCEN	FLORIDA CENTRAL RAILROAD CO.
FCG	FERNWOOD, COLUMBIA AND GULF RR CO.
FCIN	FRANKFORT AND CINCINNATI RAILROAD COMPANY
FCRD	FIRST COAST RAILROAD, INC.
FCRK	FALLS CREEK RAILROAD CO.
FCRV	FAYETTE CENTRAL RAILROAD
FCTY	FULTON COUNTY RAILROAD
FCYR	FRANKLIN COUNTY RAILROAD
FDDM	FORT DODGE, DES MOINES AND SOUTHERN
FDT	FLORIDA DEPARTMENT TRANSPORTATION
FEC	FLORIDA EAST COAST RAILWAY COMPANY
FERR	FELICIANA EASTERN RAILROAD COMPANY
FEVR	FREEMONT AND ELKHORN VALLEY RAILROAD
FFEZ	FINLEY FARMERS ELEVATOR
FGEX	FRUIT GROWERS EXPRESS
FGLK	FINGER LAKES RAILWAY CORPORATION
FIR	FLATS INDUSTRIAL RAILROAD
FJG	FONDA, JOHNSTOWN AND GLOVERSVILLE RAILROAD COMPANY
FLW	FORT LEONARD WOOD UTILITY RR
FM	FORD MUSEUM
FMID	FLORIDA MIDLAND RAILROAD CO., INC.
FMRC	FARMRAIL CORPORATION
FMWX	FILLMORE AND WESTERN RAILWAY
FNOR	FLORIDA NORTHERN RAILROAD COMPANY INC.
FOPC	FORMOSA PLASTICS CORPORATION
FOR	FORE RIVER RAILWAY
FORM	DE MBT 82
FP	FORDYCE & PRINCETON RAILROAD COMPANY
FPC	FLORIDA PORTLAND CEMENT CO.
FPE	FAIRPORT, PAINESVILLE & EASTERN RAILWAY COMPANY
FPZ	FEDERAL PAPER
FRA	FEDERAL RAILROAD ADMINISTRATION
FRKX	FLORIDA ROCK INDUSTRIES, INC.
FRRV	FRONTIER RAIL SWITCH SERVICE
FRVR	FOX RIVER VALLEY RAILROAD CORPORATION
FSR	FORT SMITH RAILROAD COMPANY
FSUD	FORT STREET UNION DEPOT
FTC	FIAT CORPORATION
FUE	FARMERS UNION ELEVATOR
FVW	FOX VALLEY AND WESTERN LTD
FWB	FORT WORTH BELT RAILWAY COMPANY
FWCR	FLORIDA WEST COAST RAILWAY

FWD	FORT WORTH AND DENVER RAILWAY COMPANY
FWDR	FT. WORTH AND DALLAS RAILROAD
FWHS	FT. WAYNE HISTORICAL SOCIETY
FWL	FORT WORTH LIVESTOCK COMPANY
FWPP	FREMONT, WEST POINT & PACIFIC RAILWAY
FWRD	FAIRMONT & WESTERN RAILROAD COMPANY
FWU	FORT WAYNE UNION RAILWAY COMPANY
FWWR	FORT WORTH AND WESTERN RAILROAD
FZ	FARMACO
GA	GEORGIA RAILROAD
GAAB	GEORGIA & ALABAMA DIVISION
GAL	GIDEON-ANDERSON LUMBER
GALV	GALVESTON TERMINAL
GANO	GEORGIA NORTHERN RAILWAY COMPANY
GAP	GEORGIA POWER
GASC	GEORGIA, ASHBURN, SYLVESTER AND CAMILLA RR.
GAW	GREEN ACRES WOODLAND INC.
GBW	GREEN BAY AND WESTERN RAILROAD COMPANY
GC	GEORGIA CENTRAL RAILWAY
GCCI	GATEWAY CONSTRUCTION COMPANY, INC
GCR	GOLD COAST RAILROAD
GCRC	GOLDEN CAT RAILROAD CORPORATION
GCRR	GRAHAM COUNTY RAILROAD
GCRX	GRAND CANYON RAILWAY
GCSR	GULF, COLORADO & SAN SABA RAILWAY
GCW	GARDEN CITY WESTERN RAILWAY COMPANY
GER	G. E. ROSENBERGER COMPANY
GERY	GEORGIA EASTERN RAILROAD COMPANY
GETV	GE - TRANSPORTATION
GETY	GETTYSBURG AND NORTHERN RAILROAD COMPANY
GFC	GRAND FALLS CENTRAL RAILWAY COMPANY
GFPI	GREGORY FOREST PRODUCTS INC.
GFRR	GEORGIA AND FLORIDA RAILWAY, INC.
GGS	GEORGIA GREAT SOUTHERN, DIV. OF S.C. CENTRAL RR
GHH	GALVESTON, HOUSTON & HENDERSON RAILROAD COMPANY
GHIX	GIFFORD HILL INC.
GHRD	GREEN HILLS RURAL DEVELOPMENT
GITM	GOLDEN ISLES TERMINAL RAILROAD
GJ	GREENWICH & JOHNSONVILLE RAILWAY COMPANY
GLC	GREAT LAKES CENTRAL
GLS	GREAT LAKES STEEL
GLSR	GLOSTER SOUTHERN RAILROAD
GMA	GEORGIA MARBLE
GMO	GULF, MOBILE AND OHIO RAILROAD
GMRC	GREEN MOUNTAIN RAILROAD CORPORATION
GMSR	GULF AND MISSISSIPPI RAILROAD CORPORATION
GNA	GRAYSONIA, NASHVILLE & ASHDOWN RAILROAD COMPANY
GNBC	GRAINBELT CORPORATION
GNRR	GEORGIA NORTHEASTERN RAILROAD COMPANY
GNTS	GREAT NORTHERN TRANSPORTATION SYSTEM
GNWR	GENESEE AND WYOMING RAILROAD COMPANY
GPA	GEORGIA PORT AUTHORITY

GPR	GREAT PLAINS RAILROAD
GPRV	GOLDEN PACIFIC RAILROAD, INC.
GPSX	GETTYSBURG PASSENGER SERVICE
GRC	GLASGOW RAILWAY CO.
GRI	GOODWIN RAILROAD CORPORATION
GRMF	GRIMMWAY FARMS
GRN	GREENVILLE AND NORTHERN RAILWAY COMPANY
GRNR	GRAND RIVER RAILWAY COMPANY
GRNW	GREAT NORTH WEST RAILROAD
GRR	GEORGETOWN RAILROAD COMPANY
GRRY	GREENBRIAR RIVER RAILWAY
GRS	GUILFORD RAIL SYSTEM
GRSM	DEFUNCT CODE--USE GSM FOR GREAT SMOKEY . . .
GRVV	GRAPEVINE VINTAE RAILROAD
GRVX	GENESEE VALLEY RAILWAY COMPANY, INCORPORATED
GRWR	GREAT WALTON RAILROAD COMPANY
GSD	GOODMAN-STANNAFORTH DIVISION
GSF	GEORGIA SOUTHERN & FLORIDA COMPANY
GSM	GREAT SMOKEY MOUNTAIN RAILWAY
GSP	GULF STATES POWER
GSW	GREAT SOUTHWEST RAILROAD, INCORPORATED
GSWR	GEORGIA SOUTHWESTERN RAILROAD DIVISION
GTRA	GOLDEN TRIANGLE RAILROAD COMPANY
GTW	GRAND TRUNK WESTERN RAILROAD INCORPORATED
GTZ	GATEWAY COAL
GUS	GOLDSBORO UNION STATION COMPANY
GUX	GUNDERSON INC.
GVSR	GALVESTON RAILWAY INC
GVTJ	GENESEE VALLEY TRANSPORTATION RAIL SYSTEM
GWF	GALVESTON WHARVES
GWR	GREAT WESTERN RAILWAY COMPANY
GWRC	GEORGIA WOODLANDS RAILROAD
GWW	GREATER WINNIPEG WATER DISTRICT RAILWAY
GWWE	GATEWAY EASTERN RAILWAY COMPANY
GWWR	GATEWAY WESTERN RAILWAY COMPANY
HAFB	HILLFIELD AIRBASE
HB	HAMPTON & BRANCHVILLE RAILROAD COMPANY
HBC	HAMM BREWING COMPANY, THEO.
HBL	HARBOR BELT LINE RAILROAD
HBRR	HUCKLEBERRY RAILROAD
HBS	HOBOKEN SHORE RAILROAD
HBT	HOUSTON BELT & TERMINAL RAILWAY COMPANY
HCCZ	HARRISON CEMENT COMPANY
HCO	HOWE COAL "OKLAHOMA"
HCRC	HILLSDALE COUNTY RAILWAY CO., INC.
HCRR	HILLSDALE CITY RAILROAD
HCYR	HORRY COUNTRY RAILWAY COMPANY
HDE	HDE, INC.
HE	HOLLIS & EASTERN RAILROAD COMPANY
HEAI	HISTORICAL EQUIPMENT ASSOC.
HESR	HURON & EASTERN RAILWAY
HEZ	HOLDREGG ELEVATOR

HFC	HANNA FURNACE COMPANY
HH	HIMMELBERGER-HARRISON MFG.
HHRV	HONDO RAILWAY LLC
HI	HOLTON INTER-URBAN RAILWAY COMPANY
HLNE	HILLSBORO AND NORTHEASTERN RAILROAD COMPANY
HLSX	HILLSDALE RAILROAD
HMCR	HUNTSVILLE MADISON COUNTY RR AUTHORITY
HN	HUTCHINSON AND NORTHERN RAILWAY COMPANY
HOG	HEART OF GEORGIA RAILROAD INC.
HOOC	HOOKER CHEMICAL
HPTD	HIGH POINT, THOMASVILLE, AND DENTON RAILROAD CO.
HRR	HAYSI RAILROAD COMPANY
HRRC	HOUSATONIC RAILROAD COMPANY, INCORPORATED
HRT	HARTWELL RAILWAY COMPANY
HS	HARTFORD AND SLOCOMB RAILROAD COMPANY
HSW	HELENA SOUTHWESTERN RAILROAD COMPANY
HT	HOWARD TERMINAL RAILWAY
HTW	HOOSAC TUNNEL AND WILMINGTON RR CO
HUNT	HUNT INC.
HV	HOOSATONSC VALLEY RAILROAD
HVSR	HOCKING VALLEY SCENIC RAILWAY
HWRV	HIWASSEE RIVER RAILROAD
IAIS	IOWA INTERSTATE RAILROAD
IANR	IOWA NORTHERN RAILWAY COMPANY
IARR	IOWA RIVER RAILROAD INC
IATR	IOWA TRACTION RAILROAD COMPANY
IBT	INTERNATIONAL BRIDGE & TERMINAL COMPANY
IC	ILLINOIS CENTRAL RAILROAD COMPANY
ICE	IOWA, CHICAGO & EASTERN RAILROAD CORP.
ICG	ILLINOIS CENTRAL GULF RAILROAD
ICRK	INDIAN CREEK RAILROAD COMPANY
IDCC	IDEAL CEMENT CO.
IDOX	MAXSON CORPORATION
IHB	INDIANA HARBOR BELT RAILROAD COMPANY
IHRC	INDIANA HI-RAIL CORPORATION
ILRV	INLAND LAKES RAILWAY
IMC	INTERNATIONAL MINING CORP.
IMID	INDIANA MIDLAND RAILWAY
IMRL	IOWA AND MINNESOTA RAIL LINK
IN	INDIANA NORTHEASTERN RAILROAD COMPANY
INCC	INSPIRATION CONSOLIDATED COPPER CO.
INCO	TED 89
INDC	INDUSTRIAL CHEMICALS, DIV. OF A. C. CORP.
INOH	INDIANA & OHIO RAILROAD, INCORPORATED
INPR	IDAHO NORTHERN AND PACIFIC RAILROAD
INRD	INDIANA RAIL ROAD COMPANY
INS	INLAND STEEL
INT	INTERSTATE RAILROAD COMPANY
INTS	INTERLAKE STEEL
INX	ILLINOIS NORTHERN RAILWAY
IOCR	INDIANA & OHIO CENTRAL RAILROAD, INC.
IOER	INDIANA & OHIO EASTERN RAILROAD

IORY	INDIANA AND OHIO RAILWAY
IR	ILLINOIS RAILNET
IRBV	IRON BULL RAILROAD
IRLX	INTER-RAILLINK
IRM	INDIANA RAILWAY MUSEUM
IRN	IRONTON RAILROAD COMPANY
IRRC	IOWA RAILROAD COMPANY
IRSC	INDY RAIL CAR SERVICE
IRSS	INDUSTRIAL RAILWAY SWITCHING AND SERVICES
IRYM	ILLINOIS RAILWAY MUSEUM
ISRR	INDIANA SOUTHERN RAILROAD COMPANY
ISSR	INTERCHANGE SPECIALITIES SRV - RENAMED; SEE NCIR
ISW	INDIANA SOUTHWESTERN RAILWAY
IT	IOWA TRANSFER RAILWAY COMPANY
ITC	ILLINOIS TERMINAL RAILROAD
ITMZ	INDIANA TRANSPORTATION MUSEUM
ITRM	IOWA TERMINAL RAILROAD COMPANY MASON CITY DIVISION
IU	INDIANAPOLIS UNION RAILWAY
IWRR	INTERMOUNTAIN WESTERN RAILROAD
JEFW	JEFFERSON WARRIOR RAILROAD
JJRD	J AND J RAILROAD
JKL	J.K. LINE INCORPORATED
JKWI	JOHNSONBURG, KANE, WARREN & IRVINE RR COMPANY
JMC	J. MORI CO.
JPA	JACKSONVILLE PORT AUTHORITY
JPTY	JONES PROPERTIES
JSC	JOHNSTOWN AND STONY CREEK RAILROAD COMPANY
JSRC	JACKSON & SOUTHERN RAILROAD
JSRW	JERSEY SOUTHERN RAILWAY
JSRX	JIM SMITH RAILROAD INC
JTCO	JACKSONVILLE TERMINAL COMPANY
JUD	JOLIET UNION DEPOT
JVEZ	JAMES VALLEY ETHANOL
JWR	JIM WALTERS RESOURCES
JXPT	JAXPORT TERMINAL RAILWAY COMPANY
KACH	KAISER CHEMICAL
KAW	KAW RIVER RAILROAD
KBEC	KENT BARRY & EATON CONNECTING RAILWAY COMPANY
KBSR	KANKAKEE,BEAVERVILLE AND SOUTHERN RR. CO.
KC	KANAWHA CENTRAL RAILWAY COMPANY
KCC	KANSAS CITY CONNECTING RAILROAD COMPANY
KCNW	KELLY'S CREEK AND NORTHWESTERN RAILROAD COMPANY
KCPL	KANSAS CITY POWER AND LIGHT
KCPS	KANSAS CITY PUBLIC SERVICE FREIGHT OPER.
KCS	THE KANSAS CITY SOUTHERN RAILWAY COMPANY
KCSM	KANSAS CITY SOUTHERN DE MEXICO S DE R L DE C V
KCT	KANSAS CITY TERMINAL RAILWAY COMPANY
KCTV	KCT RAILWAY CORPORATION
KEOK	CITY OF KEOKUK
KEWH	KEWASH RAILROAD INC.
KFR	KETTLE FALLS INTERNATIONAL RAILWAY, LLC
KGM	KERR GLASS MFG. COMPANY

KHL	KENTRON HAWAII LTD
KIPZ	KIEWIT PACIFIC COMPANY
KIT	KENTUCKY AND INDIANA TERMINAL RAILROAD
KJRY	KEOKUK JUNCTION RAILWAY
KKRR	KNOX AND KANE RAILROAD COMPANY
KLSC	KALAMAZOO, LAKESHORE AND CHICAGO RAILWAY
KME	KANSAS MISSOURI ELEVATOR
KNOR	KLAMATH NORTHERN RAILWAY COMPANY
KO	KANSAS & OKLAHOMA RAILROAD, INC.
KOCO	KO CORPORATE OFFICES
KRM	KENTUCKY RAILWAY MUSEUM
KRR	KIAMICHI RAILROAD
KRSX	KAYEN RAIL CAR SERVICE INCORPORATED
KRT	KANAWHA RIVER TERMINALS
KSW	KANSAS SOUTHWESTERN RAILWAY CO.
KT	KENTUCKY AND TENNESSEE RAILWAY
KUD	KEOKUK UNION DEPOT
KWT	KENTUCKY WEST TENNESSEE RAILWAY, INC.
KYLE	KYLE RAILROAD COMPANY
LA	LOUISIANA & ARKANSAS RAILWAY COMPANY
LAAP	LOUISIANA ARMY AMMO PLANT
LAJ	LOS ANGELES JUNCTION RAILWAY COMPANY
LAL	LIVONIA, AVON & LAKEVILLE RAILROAD CORPORATION
LAMX	LOS ANGELES COUNTY METROPOLITAN TRANS AUTHORITY
LAPT	LOS ANGELES UNION PASSENGER TERMINAL
LASB	LACKAWAXEN AND STOURBRIDGE RAILROAD CORPORATION
LAWV	LORAIN AND WEST VIRGINIA RAILWAY
LBR	LOWVILLE AND BEAVER RIVER RAILROAD COMPANY
LBWL	LANSING BOARD OF WATER AND LINGH
LC	LANCASTER AND CHESTER RAILWAY COMPANY
LCHD	LAKE CHARLSE HARBOR DISTRICT
LCI	LCI LTD FLUORIDE SPECIALISTS
LCM	LAKE CHAMPLAIN AND MORIAH RR CO
LCR	LAKE COUNTY RAILROAD
LCRA	LACKAWANNA COUNTY RAILROAD AUTHORITY
LCRC	LENAWEE COUNTY RAILROAD COMPANY, INCORPORATED
LCSR	LEADVILLE, COLORADO & SOUTHERN RAILROAD, COMPANY
LDC	LASCO DEVELOPMENT CORP
LDRR	LOUISIANA & DELTA RAILROAD
LDRT	LAKEFRONT DOCK AND RAILROAD TERMINAL
LE	LOUISIANA EASTERN RAILROAD
LEE	LAKE ERIE & EASTERN RAILROAD
LEF	LAKE ERIE, FRANKLIN AND CLARION RR. CO.
LEFW	LAKE ERIE AND FORT WAYNE RAILROAD
LEN	LAKE ERIE AND NORTHERN RAILWAY COMPANY
LFC	LONGVIEW FIBRE COMPANY
LG	LAURENS GLASS
LHR	LEHIGH AND HUDSON RIVER RAILWAY COMPANY
LHRC	THE LONGHORN RAILWAY COMPANY
LHRR	LONGHORN RAILROAD
LI	LONG ISLAND RAIL ROAD
LICC	LINDSEY CONSTRUCTION COMPANY

LINC	LEWIS & CLARK RAILROAD CO.
LIRC	LOUISVILLE & INDIANA RAILROAD COMPANY
LKP	LAHAINA KAANAPOLI AND PACIFIC
LKRR	LITTLE KANAWHA RIVER RAIL
LN	LOUISVILLE AND NASHVILLE RAILROAD COMPANY
LNAL	LOUISVILLE, NEW ALBANY & CORYDON RAILROAD
LNE	LEHIGH AND NEW ENGLAND RW CO
LNO	LAONA & NORTHERN RAILWAY
LNPW	LARAMIE NORTH PARK AND WESTERN
LNS	LUZERNE AND SUSQUEHANNA
LNW	LOUISIANA & NORTH WEST RAILROAD COMPANY
LOF	LIBBY OWEN FORD COMPANY
LONC	LONESTAR CEMENT
LOUC	LOUISVILLE CEMENT
LPB	LOUISIANA AND PINE BLUFF RR CO.
LPC	LEHIGH PORTLAND CEMENT "N.Y."
LPN	LONGVIEW, PORTLAND & NORTHERN RAILWAY COMPANY
LPSG	LIVE OAK, PERRY, SOUTH GEORGIA RAILWAY COMPANY
LQP	LAC QUI PARLE REGIONAL RR AUTHORITY
LRS	LAURINBURG AND SOUTHERN RAILROAD COMPANY
LRV	LITTLE RIVER
LRWN	LITTLE ROCK WESTERN RAILWAY
LS	LONGVIEW SWITCHING
LSBC	LA SALLE AND BUREAU COUNTY RAILROAD COMPANY
LSI	LAKE SUPERIOR & ISHPEMING RAILROAD COMPANY
LSLS	LINCOLN & SOUTHERN
LSO	LOUISIANA SOUTHERN RAILWAY COMPANY
LSR	LEELANAU SCENIC RAILROAD
LSRC	LAKE STATE RAILWAY COMPANY
LSS	LONE STAR STEEL COMPANY
LST	LAKE STATES TRANSPORTATION
LSTT	LAKE SUPERIOR TERMINAL & TRANSFER RAILWAY COMPANY
LT	LAKE TERMINAL RAILROAD COMPANY
LTBS	LITTLE TRAVERSE BAY SCENIC RAILROAD
LTC	LITHCOTE
LTCO	LEELANAU TRANSIT COMPANY
LUN	LUDINGTON AND NORTHERN RAILWAY
LV	LEHIGH VALLEY RAILROAD
LVAL	LACKAWANNA VALLEY RAILROAD
LVRR	LYCOMING VALLEY RAILROAD
LVYR	LARAMIE VALLEY RAILROAD
LW	LOUISVILLE AND WADLEY RAILWAY COMPANY
LWAT	LAKE WHATCOM RAILWAY
LWV	LACKAWANNA AND WYOMING VALLEY RW CO
LXVR	LUXAPALILA VALLEY RAILROAD
MAA	MAGMA ARIZONA RAILROAD COMPANY
MABT	MALVERN BRICK AND TILE
MAC	MID AMERICAN CAR
MACR	MINNEAPOLIS, ANOKA AND CUYUNA RANGE
MACZ	MARYLAND ASSOCIATION OF RAIL COMMUTERS
MAGC	MAGMA COPPER COMPANY
MAIN	MAINE SHORTLINE INC.

MARC	MARQUETTE CEMENT
MAS	MARTIN SHAFFER
MAW	MAU MEE & WESTERN
MAYW	MAYWOOD AND SUGAR CREEK
MBAX	MASSACHUSETTS BAY COMMUTER RAILROAD
MBCR	MASSACHUSETTS BAY COMMUTER RAILROAD
MBMR	MACARTHUR BRIDGE ST. LOUIS
MBRR	MERIDIAN & BIGBEE RAILROAD COMPANY
MBTA	MASSACHUSETTS BAY TRANSIT AUTHORITY
MBY	INACTIVE: MILLERS BREWERY
MCC	MORRIS COUNTY CENTRAL
MCCL	MASON CITY AND CLEAR LAKE
MCCP	MUSKOGEE CITY-COUNTY PORT AUTHORITY
MCDT	MICHIGAN DEPARTMENT OF TRANSPORTATION
MCER	MASSACHUSETTS CENTRAL RAILROAD CORPORATION
MCLR	MCLAUGHLIN LINE RAILROAD
MCLT	MCLOUTH STEEL
MCR	MCCLOUD RIVER RAILROAD COMPANY
MCRL	MASSACHUSETTS COASTAL RAILROAD LLC
MCRM	MID CONTINENT MUSEUM
MCRR	MONONGAHELA CONNECTING RAILROAD COMPANY
MCRY	MID-CONTINENT RAILWAY
MCSA	MOSCOW, CAMDEN AND SAN AUGUSTINE RAILROAD
MCSX	MUSIC CITY STAR
MCTC	MUSEUM CENTER TRANSPORTATION & COMMERCE
MD	MUNICIPAL DOCKS
MDDE	MARYLAND AND DELAWARE RAILROAD COMPANY
MDLR	THE MIDLAND TERMINAL COMPANY
MDR	MIDLOUISIANA RAIL CORPORATION
MDRY	MIDLANDS RAILWAY
MDS	MERIDIAN SOUTHERN RAILWAY
MDT	MARYLAND DEPT. OF TRANSPORTATION
MDTT	MAINE DEPARTMENT OF TRANSPORTATION
MDTX	MOUNT DORA, TAVARES, USTIS RAILROAD
MDW	MINNESOTA, DAKOTA AND WESTERN RAILWAY COMPANY
ME	MORRISTOWN AND ERIE RAILWAY, INCORPORATED
MEC	MAINE CENTRAL RAILROAD COMPANY
MERR	MAINE EASTERN RAILROAD
MERW	MERCERBURG RAILWAY INC.
MET	MODESTO AND EMPIRE TRACTION COMPANY
METW	MUNICIPALITY OF EAST TROY
MG	MOBILE & GULF RAILROAD COMPANY
MGA	MONONGAHELA RAILWAY COMPANY
MGRI	M. G. RAIL, INCORPORATED
MGRZ	MERCHANT'S GRAIN RAIL, INCORPORATED
MH	MOUNT HOOD RAILWAY COMPANY
MHBR	MCHUGH BROTHERS
MHCO	MARQUETTE & HURON MT. RAILROAD COMPANY
MHM	MT. HOPE MINERAL RAILROAD COMPANY
MI	MISSOURI-ILLINOIS RAILROAD
MICR	MICHIGAN CENTRAL RR CO.
MID	MIDWAY RAILROAD COMPANY

MIDC	MIDLAND CONTINENTAL RAILROAD
MIDH	MIDDLETOWN AND HUMMELSTOWN RAILROAD COMPANY
MILW	CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD
MIRR	MICHIGAN INTERSTATE RAILROAD (ANN ARBOR LINES)
MIS	MASON IRON & STEEL
MISS	MISSISSIPPIAN RY. CO-OPERATIVE, INC.
MJ	MANUFACTURERS' JUNCTION RAILWAY COMPANY
MKC	MCKEESPORT CONNECTING RAILROAD COMPANY
MKCO	MORRISON KNUDSEN CO.
MKCS	MILWAUKEE-KANSAS CITY S. JOINT AGENCY
MKT	MISSOURI-KANSAS-TEXAS RAILROAD COMPANY
MLC	MICHIGAN LIMESTONE AND CHEMICAL
MLZ	MONTANA LIMESTONE
MMA	MONTREAL, MAINE AND ATLANTIC RAILWAY, LTD
MMID	MARYLAND MIDLAND RAILWAY, INCORPORATED
MMR	MINNESOTA AND MANITOBA RAILROAD
MMRR	MID-MICHIGAN RAILROAD COMPANY
MMT	MISSION MOUNTAIN RAILROAD
MN	MICHIGAN NORTHERN (OLD)
MNA	MISSOURI & NORTHERN ARKANSAS RAILROAD
MNBR	M & B RAILROAD, LLC
MNCW	METRO NORTH COMMUTER RAILROAD COMPANY
MNCY	MARION COUNTY RAILWAY
MNF	MOREHEAD AND NORTH FORK RAILROAD COMPANY
MNL	MOUNTAIN LAUREL RAILROAD CO.
MNNR	MINNESOTA COMMERCIAL RAILWAY
MNRR	MODOC NORTHERN RAILROAD COMPANY
MNS	MINNEAPOLIS, NORTHFIELD AND SOUTHERN RAILWAY CO.
MNTM	MINNESOTA TRANSPORTATION MUSEUM
MNVA	MNVA RAILROAD, INCORPORATED
MONR	MONTANA CENTRAL RAILROAD
MOTX	MILITARY OCEAN TERMINAL RAILROAD
MOV	MOSHASSUCK VALLEY RAILROAD COMPANY
MOXV	MOXPHOLE VALLEY
MP	MISSOURI PACIFIC RAILROAD COMPANY
MPA	MARYLAND AND PENNSYLVANIA
MPAD	MARYLAND PORT AUTHORITY
MPL	MISSISSIPPI POWER & LIGHT
MPP	MANITOU AND PIKE'S PEAK RAILROAD COMPANY
MPSC	MISSOURI PUBLIC SERVICE CO.
MQT	MARQUETTE RAIL LLC
MR	MAINE RAIL
MRC	MONROE RAILROAD COMPANY
MRCO	MADISON RAILWAY COMPANY
MRCS	MORRISON RAIL CAR SERVICE OPERATION
MRCX	MINER RAIL CAR SERVICE
MRH	MIDWEST RAILWAY HISTORICAL FOUNDATION
MRL	MONTANA RAIL LINK
MRM	MIDLAND RAILWAY OF MANITOBA
MRMZ	MONTICELLO RAILWAY MUSEUM
MRR	MID-ATLANTIC RAILROAD COMPANY, INCORPORATED
MRRS	MONTANA RAILROAD SERVICES

MRS	MANUFACTURERS' RAILWAY COMPANY (ST. LOUIS)
MRSR	MOUNT RAINIER SCENIC RAILROAD
MRTX	MISSISSIPIAN RAILWAY AND TRANSPORTATION MUSEUM
MRX	MIDLANDS RAILROAD
MS	MONESSEN SOUTHWESTERN
MSC	MONITOR SUGAR
MSCI	MISSISSIPPI CENTRAL RAILROAD
MSDR	MISSISSIPPI DELTA RAILROAD
MSE	MISSISSIPPI EXPORT RAILROAD COMPANY
MSI	MATTOON SERVICES, INC.
MSN	MEEKER SOUTHERN RAILROAD
MSO	MICHIGAN SOUTHERN RAILROAD
MSPA	MID-STATES PORT AUTHORITY
MSR	MICHIGAN SHORE RAILROAD, INC.
MSRC	MIDSOUTH RAIL CORPORATION
MSRI	MID-STATES RAIL CAR, INC.
MSTR	MASSENA TERMINAL RAILROAD COMPANY
MSV	MISSISSIPPI & SKUNA VALLEY RAILROAD COMPANY
MTA	METRO. TRANSPORTATION AUTHORITY "NY"
MTAC	MINATITLAN AL CARMEN RAILROAD
MTC	MACKINAC TRANSPORTATION COMPANY
MTDB	METROPOLITAN TRANSIT DEVELOPMENT BOARD
MTFR	MINNESOTA TRANSFER RAILWAY COMPANY
MTM	MEMPHIS TRANSPORTATION MUSEUM
MTR	MONTOUR RAILROAD COMPANY
MTW	MARINETTE, TOMAHAWK & WESTERN RAILROAD COMPANY
MUSC	MEMPHIS UNION STATION COMPANY
MVP	MISSOURI VALLEY PARK RAILROAD CORP.
MVRY	MAHONING VALLEY RAILROAD COMPANY
MVT	MOUNT VERNON TERMINAL RAILWAY, INC.
MWCL	MIDWEST COAL HANDLING, INCORPORATED
MWEX	MINERAL WELLS AND EASTERN
MWP	MIDWEST PROCESSING COMPANY
MWR	MUNCIE AND WESTERN RAILROAD COMPANY
MWRR	MONTANA WESTERN RAILWAY COMPANY
MZL	MINNESOTA ZEPHYR, LIMITED
NACZ	NORTHWEST ALLOY COMPANY
NALE	NATIONAL LEAD
NAP	NARRAGANSETT PIER RAILROAD COMPANY, INC.
NAR	NORTHERN ALBERTA RAILWAYS COMPANY
NARZ	NORTH ALABAMA RAILROAD MUSEUM
NB	NORTHAMPTON AND BATH RAILROAD COMPANY
NBER	NITTANY AND BALD EAGLE
NBRR	NORTHERN & BERGEN RAILROAD
NCIR	NEW CASTLE INDUSTRIAL RAILROAD
NCOC	NATIONAL COAL CORPORATION INC
NCOK	NORTH CENTRAL OKLAHOMA RAILWAY
NCPR	NORTH CAROLINA PORTS RAILWAY
NCRC	NORTH COUNTY RAILROAD CORP.
NCRR	NORTH COAST RAILROAD
NCRY	NORTHERN CENTRAL RAILWAY
NCT	NORTH CHARLESTON TERMINAL COMPANY

NCVA	NORTH CAROLINA & VIRGINIA RAILROAD CO.
NCYR	NASH COUNTY RAILROAD
NDSM	N. D. STATE MILL INDUSTRY
NEC	NORTHEAST CORRIDOR (AMTRAK)
NECC	NORTHEAST CONSTRUCTION CO.
NECR	NEW ENGLAND CENTRAL RAILROAD
NECX	NEBRASKA CENTRAL RAILROAD
NEGS	NEW ENGLAND SOUTHERN RAILROAD CO., INC.
NEKM	NORTHEAST KANSAS & MISSOURI
NENE	NEBRASKA NORTHEASTERN RAILWAY COMPANY
NERR	NASHVILLE & EASTERN RAILROAD
NEW	NEWBERG
NEWG	NEW GEORGIA RAILROAD
NEZP	NEZPERCE RAILROAD COMPANY
NFD	NORFOLK, FRANKLIN AND DANVILLE RAILROAD COMPANY
NFG	NICHOLS, FAYETTE AND GREENBRIAR
NFTA	NIAGARA FALLS TRANSIT AUTHORITY
NHIR	NEW HOPE AND IVYLAND RAILROAD COMPANY
NHN	NEW HAMPSHIRE NORTH COAST RAILROAD
NHVT	NEW HAMPSHIRE AND VERMONT RAILROAD COMPANY
NIAJ	NIAGARA JUNCTION RAILWAY
NICD	NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT
NICX	NORTHERN INDIANA TRANSPORTATION COMMUTER DISTRICT
NIMC	NAPARANO IRON AND METAL CO.
NIPS	NORTHERN INDIANA PUBLIC SERVICE CO.
NIR	NORTHEAST ILLINOIS RAILROAD CORPORATION
NIRC	NORTHEAST ILLINOIS REGIONAL COMMUTER RAIL CORP.
NJ	NAPIERVILLE JUNCTION RAILWAY COMPANY
NJII	NEW JERSEY, INDIANA & ILLINOIS RAILROAD COMPANY
NJTR	NEW JERSEY TRANSIT RAIL OPERATIONS
NJZ	NEW JERSEY ZINC
NKCR	NEBRASKA KANSAS & COLORADO RAILNET INC.
NLC	NEW ORLEANS AND LOWER COAST RR CO
NLG	NORTH LOUISIANA & GULF RAILROAD COMPANY
NLI	NL INDUSTRIES INCORPORATED
NMOR	NORTHERN MISSOURI RAILROAD COMPANY
NMP	NIAGARA MOHAWK POWER
NMRX	NEW MEXICO DEPARTMENT OF TRANSPORTATION
NN	NEVADA NORTHERN RAILWAY COMPANY
NNPR	N.Y. AND N.J. PORT RAILROAD COMPANY
NNS	NEWPORT NEWS SHIPBUILDING AND DD
NOGC	NEW ORLEANS & GULF COAST RAILWAY CO., INC.
NOLR	NEW ORLEANS LOWER COAST RAILROAD
NOPB	NEW ORLEANS PUBLIC BELT RAILROAD
NOSP	NORFOLK NAVAL SHIPYARD
NOT	NEW ORLEANS TERMINAL COMPANY
NOUP	NEW ORLEANS UNION PASSENGER TERMINAL
NPB	NORFOLK AND PORTSMOUTH BELT LINE RAILROAD COMPANY
NPR	NORTHERN PLAINS RAILROAD
NPSX	NEWPORT STAR CLIPPER DINNER TRAIN
NR	NEW RIVER RAILWAY COMPANY
NRAO	NATIONAL RADIO ASTRONOMY OBSERVATORY

NRGI	NRG, INCORPORATED
NRL	NORTHERN RAIL LINES
NRRC	NARRAGANSETT RAILWAY COMPANY, INCORPORATED
NRTX	REGIONAL TRANSPORTATION AUTHORITY-NASHVILLE, TN
NSD	NORFOLK SHIPYARD AND DRYDOCK
NSHR	NORTH SHORE RAILROAD
NSL	NORWOOD AND ST. LAWRENCE RAILROAD COMPANY
NSLL	NORTH SALT LAKE LIVESTOCK COMPANY
NSM	NORTH SUBURBAN MASS TRANSIT
NSMT	NORTHWEST SUBURBAN MASS TRANSIT
NSMU	NEVADA STATE MUSEUM
NSS	NEWBERG & SOUTH SHORE RAILROAD
NSSX	NORTH SHORE SCENIC RAILROAD
NSWX	NEVERSWEAT AND WASHOE RAILROAD
NT	NORFOLK TERMINAL
NTC	NORTHERN TRANSIT COMPANY
NTR	NATCHEZ TRACE RAILROAD
NTRY	NIMISHILLEN AND TUSCARAWAS RAILWAY COMPANY
NTZ	NATIONAL TACONITE
NUR	NATCHEZ, URANIA AND RUSTON RAILWAY
NVRR	NAPA VALLEY RAILROAD
NVWT	NAPA VALLEY WINE TRAIN
NW	NORFOLK AND WESTERN RAILWAY COMPANY
NWP	NORTHWESTERN PACIFIC RAILROAD COMPANY
NWR	NASHVILLE AND WESTERN RAILROAD CORP.
NWRI	NORFOLK & WESTERN ROCK ISLAND PULLMAN
NWUC	NATIONAL WORDS, U.S.S. CORPORATION
NWZ	NIAGARA OF WISCONSIN
NYA	NEW YORK AND ATLANTIC RAILWAY COMPANY
NYCH	NEW YORK CROSS HARBOR RAILROAD TERMINAL CORP.
NYCT	NEW YORK CONTAINER TERMINAL
NYD	NEW YORK DOCK RAILWAY
NYEG	NEW YORK STATE ELECTRIC AND GAS
NYLB	NEW YORK AND LONG BRANCH RAILROAD COMPANY
NYLE	NEW YORK AND LAKE ERIE
NYNJ	NEW YORK NEW JERSEY RAIL LLC
NYSE	NEW YORK, SUSQUEHANNA & WESTERN RAILROAD COMPANY
NYSW	THE NEW YORK SUSQUEHANNA AND WESTERN RY. CORP.
OAR	OLD AUGUSTA RAILROAD LLC
OBMZ	OLD BEN #21 MINE
OBPA	OGDENSBURG BRIDGE AND PORT AUTHORITY
OCE	OREGON, CALIFORNIA AND EASTERN RAILWAY COMPANY
OCEX	OREGON COASTLINE EXPRESS
OCJ	OKLAHOMA CITY JUNCTION RAILWAY COMPANY
OCL	OTTUNWA CONNECTING LINE
OCN	OLDE COLONY & NEW PORT
OCSR	OREGON COAST SCENIC RAILROAD
OCTL	OIL CREEK & TITESVILLE RAILROAD
OCTR	OCTORARO RAILWAY, INCORPORATED
OCW	OCEAN CITY WESTERN RAILROAD
ODOT	OKLAHOMA DEPARTMENT OF TRANSPORTATION
OER	OREGON ELECTRIC RAILWAY

OERR	OREGON EASTERN RAILROAD
OGE	OREGON GREAT EASTERN
OGEE	OGEECHEE RAILROADCOMPANY
OHCR	OHIO CENTRAL RAILROAD COMPANY
OHIC	OHI RAIL CORPORATION
OHPA	OHIO AND PENNSYLVANIA RAILROAD CORPORATION
OHRY	OWEGO AND HARFORD RAILWAY
OKCE	OKARCHE CENTRAL RAILROAD
OKCT	OKARCKE CENTRAL RAILWAY INC.
OKGE	OKLAHOMA GENERAL ELECTRIC
OKKT	OKLAHOMA, KANSAS AND TEXAS RAILROAD COMPANY
OKRX	OKLAHOMA RAILWAY MUSEUM LTD.
OLB	OMAHA, LINCOLN AND BEATRICE RAILWAY COMPANY
OLTX	OVERLAND TRUCK & RAIL
OLYR	OLYMPIC RAILROAD COMPANY
OMCZ	OKEENE MILLING COMPANY
OMID	ONTARIO MIDLAND RAILROAD CORPORATION
OMZ	OMAK MILL
ONCT	ONTARIO CENTRAL RAILROAD CORPORATION
ONER	ONTARIO EASTERN RAILROAD
ONS	OKLAHOMA NATIONAL STOCKYARDS
ONT	ONTARIO NORTHLAND RAILWAY
ONW	OREGON & NORTHWESTERN RAILROAD COMPANY
OPE	OREGON PACIFIC AND EASTERN RAILWAY COMPANY
OPR	OREGON PACIFIC RAILROAD
OR	OAHU RAILWAY, INC.
ORAN	ORANGE TERMINAL
ORHZ	OREVILLE HERITAGE RAILROAD COMMITTEE
ORR	OSAGE RAILROAD
OSRR	OHIO SOUTHERN RAILROAD COMPANY
OTR	OAKLAND TERMINAL RAILWAY
OTUM	OTTUNWA CONNECTING RAILROAD CO.
OTVR	OTTER TAIL VALLEY RAILROAD CO., INC.
OUCH	OUACHITA RAILROAD COMPANY
OURD	OGDEN UNION RAILWAY & DEPOT COMPANY
OUS	OGDEN UNION STOCKYARDS COMPANY
OZ	OLDSMOBILE
PAAC	PORT AUTHORITY OF ALLEGHANY COUNTY
PACY	PRAIRIE CENTRAL RAILWAY COMPANY
PAL	PADUCAH & LOUISVILLE RAILWAY COMPANY
PARN	PACIFIC & ARCTIC RR & NAVIGATION COMPANY
PARY	PRAIRIE TRUNK RAILWAY
PASC	PORT AUTHORITY OF SHELBY COUNTY
PATC	PORT AUTHORITY TRANSIT COMMISSION
PATH	PORT AUTHORITY TRANS HUDSON
PBCC	PEABODY COAL CO.
PBL	PHILADELPHIA BELT LINE RAILROAD COMPANY
PBNE	PHILADELPHIA BETHLEHEM & NEW ENGLAND RAILROAD
PBR	PATAPSCO & BACK RIVERS RAILROAD COMPANY
PBRC	PERMIAN BASIN RAILROAD COMPANY
PC	PENN CENTRAL TRANSPORTATION COMPANY
PCA	PLANTERS COOP ASSOCIATION

PCC	PALOUSE RIVER AND COULEE CITY RAILROAD
PCJX	PENINSULA CORRIDOR JOINT POWERS BOARD
PCMZ	CALTRAIN COMMUTER RAILROAD COMPANY
PCN	POINT COMFORT & NORTHERN RAILWAY COMPANY
PCY	PITTSBURGH, CHARTIERS AND YOUGHIOGHENY RR CO.
PDC	PINNEY DOCK CO.
PDOT	COMMONWEALTH OF PENNSYLVANIA
PDRR	PEE DEE RIVER RAILWAY CORPORATION
PEAV	PEAVEY
PEC	PHILADELPHIA ELECTRIC COMPANY
PEOE	PEORIA AND EASTERN RAILROAD
PF	PIONEER AND FAYETTE RAILROAD COMPANY
PFG	PACIFIC FRUIT GROWERS EXPRESS
PFI	POTIACH FOREST INC.
PGE	PACIFIC GREAT EASTERN RAILWAY COMPANY
PGRV	PIGEON RIVER RAILROAD COMPANY
PGW	PHILADELPHIA GAS WORKS
PHCO	PHILADELPHIA COKE
PHD	PORT HURON AND DETROIT RAILROAD COMPANY
PHL	PACIFIC HARBOR LINE
PI	PADUCAH & ILLINOIS RAILROAD COMPANY
PICK	PICKENS RAILROAD COMPANY
PIL	PICKERING LUMBER
PILL	PILLBURY COMPANY
PJR	PORT JERSEY RAILROAD COMPANY
PKHP	PICKENS RAILROAD COMPANY-HONEA PATH DIVISION
PL	PACIFIC LUMBER
PLAX	PORT OF LOS ANGELES
PLBX	PORT OF LONG BEACH
PLCX	PORT OF LAKE CHARLES
PLE	PITTSBURGH & LAKE ERIE RAILROAD COMPANY
PLL	PLYMOUTH & LINCOLN
PLM	PRODUCERS LIVESTOCK MARKETING ASSOCIATION
PLVW	PORT OF LONGVIEW
PMBZ	PORTA RICO MARINE BERTH
PNER	POCANO NORTHEAST RAILWAY INCORPORATED
PNPE	PRECISION NATL "PRECISION ELECTRIC"
PNR	PANHANDLE NORTHERN
PNWR	PORTLAND AND WESTERN RAILROAD INC.
PNX	PORTSMOUTH NAVAL SHIPYARD
POAK	PORT OF OAKLAND
POBR	PORT OF BEVERLY ROYAL SLOPE RAILROAD
POCA	PORT OF CATOOSA
POHC	PITTSBURGH & OHIO CENTRAL RAILROAD COMPANY
POM	PORT OF MIAMI RAILROAD
POP	PORT OF PENSACOLA
POPD	PORT OF PORTLAND
POR	POSEYVILLE & OWENSVILLE RAILROAD CO.
POS	PORT OF STOCKTON
POTB	PORT OF TILLAMOOK BAY RAILROAD
POV	PITTSBURGH AND OHIO VALLEY RAILWAY COMPANY
POVA	PEND OREILLE VALLEY RAILROAD, INCORPORATED

POVZ	PORT OF VANCOUVER
POW	PORT OF WILIMINGTON
PP	PUBLISHERS PAPER, NEWB. DIVISION
PPBD	PORT OF PALM BEACH TERMINAL
PPG	PITTSBURGH PLATE GLASS "OHIO"
PPHX	PEORIA, PEORIA HEIGHTS & WESTERN
PPU	PEORIA AND PEKIN UNION RAILWAY COMPANY
PR	PANAMA RAILROAD
PRIX	PRO RAIL INCORPORATED
PROQ	PROGRESS RAIL SERVICES
PRR	P & R RAIL CAR SERVICE CORP.
PRSL	PENNSYLVANIA-READING SEASHORE LINES
PRT	PARR TERMINAL RAILROAD
PRTD	PORTLAND TRACTION COMPANY
PRV	PEARL RIVER VALLEY RAILROAD CO.
PRYL	PORT ROYAL RAILROAD
PS	PITTSBURGH & SHAWMUT RAILROAD COMPANY
PSAN	PORT SAN ANTONIO
PSAP	PUGET SOUND AND PACIFIC RAILROAD
PSBX	THE PORT OF SHREVEPORT-BOSSIER
PSCI	PUBLIC SERVICE COMPANY OF INDIANA
PSHX	PUGET SOUND RAILWAY HISTORICAL ASSOCIATION
PSLL	PLYMOUTH SHORT LINE, LTD.
PSR	PETALUMA AND SANTA ROSA RAILROAD COMPANY
PSRM	PACIFIC SOUTHWEST RAILWAY MUSEUM
PSTB	PUGET SOUND NAVAL SHIP YARD
PT	PENINSULA TERMINAL COMPANY
PTC	PEORIA TERMINAL COMPANY
PTM	PORTLAND TERMINAL COMPANY
PTO	PORTLAND TERMINAL (OREGON)
PTRA	PORT TERMINAL RAILROAD ASSOCIATION
PTRC	PHILADELPHIA AND TRENTON RAILROAD CO.
PTRR	PORT TOWNSEND RAILROAD
PTRS	PORT TERMINAL RAILROAD OF SOUTH CAROLINA
PUCC	PORT UTILITIES COMMISSION OF CHARLESTON, S.C.
PUD	PUEBLO UNION DEPOT AND RAILROAD COMPANY
PULS	PULLMAN-STANDARD
PUS	PEORIA UNION STOCKYARDS COMPANY
PVAL	PANTHER VALLEY RAILROAD CORPORATION
PVC	PEA VINE CORPORATION
PVRR	PIONEER VALLEY RAILROAD COMPANY, INCORPORATED
PVS	PECOS VALLEY SOUTHERN RAILWAY COMPANY
PW	PROVIDENCE AND WORCESTER RAILROAD COMPANY
PWV	PITTSBURGH AND WEST VIRGINIA RAILROAD
PWZ	PIONEER WAREHOUSE
QAP	QUANAH, ACME AND PACIFIC
QIZ	QUALITY INDUSTRY
QNSL	QUEBEC NORTH SHORE AND LABRADOR RW CO
QRR	QUINCY RAILROAD COMPANY
QSRZ	QUALITY SERVICE RAIL CAR REPAIR
RADZ	RAILROAD CONTROLS LIMITED
RAIL	DIVISION 90

RAL	RED ARROW LINE
RAMX	RAIL AMERICA
RARW	RARUS RAILWAY COMPANY
RAVX	RAVENA ARSENAL
RBKR	RED BANK RAILROAD COMPANY
RBMN	READING BLUE MOUNTAIN & NORTHERN RAILROAD
RBR	RICHMOND BELT RAILWAY
RBTD	ROBERT DOLLAR COMPANY
RBX	RINGLING BROTHERS, BARNUM & BAILEY CIRCUS
RCIB	RESCAR INDUSTRIES - BEAUMONT
RCRY	RARITAN CENTRAL RAILWAY
RCSX	RAILROAD CAR SERVICE CORPORATION
RCXM	RESCAR LOCATION 715 SWITCHING
RDG	READING COMPANY
RDOT	RHODE ISLAND DOT
REA	RAILWAY EXPRESS AGENCY, INC.
REC	RELCO EQUIPMENT COMPANY
RESV	RESERVE MINING COMPANY
REZ	RALSTON ELEVATOR
RFAE	ROCKY FLATS PLANT OF THE ATOMIC ENERGY CO.
RFP	RICHMOND, FREDERICKSBURG & POTOMAC RAILROAD CO.
RI	CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD
RIC	ROANOKE INDUSTRIAL CENTER
RJCC	RJ CORMAN RR CO./CENTRAL KENTUCKY LINES
RJCL	R.J. CORMAN RAILROAD COMPANY/CLEVELAND
RJCM	R. J. CORMAN RAILROAD COMPANY
RJCR	R.J. CORMAN RAILROAD CONSTRUCTION LLC
RKO	RKO GENERAL
RMRR	ROCKY MOUNTAIN RAILCAR AND RAILROAD
RMZ	ROCHELLE MINE
ROBC	ROBINSON CONSTRUCTION
ROR	ROCKTON AND RION RAILWAY
ROST	ROBLIN STEEL
ROT	RAIL OR TRAIL CORP.
RPAZ	RAILROAD PROPERTY ASSOCIATES
RR	RARITAN RIVER RAILROAD COMPANY
RRC	REDMONT RAILWAY COMPANY
RRCV	RESPONDEK RAILROAD CORPORATION
RRP	RAILROAD PASSENGER CAR SERVICE
RRRR	ROCK AND RAIL LLC
RRVW	RED RIVER VALLEY & WESTERN RAILROAD
RS	ROBERVAL AND SAGUENAY RAILWAY COMPANY
RSA	REPUBLIC STEEL "ALABAMA"
RSCZ	RYERSON STEEL COMPANY
RSEV	ROYAL SIERRA EXTRUSIONS INC.
RSIX	RAILSERVE, INC.
RSNR	RED SPRING AND NORTHERN RAILROAD
RSNY	REPUBLIC STEEL NY
RSO	REPUBLIC STEEL "OHIO"
RSP	ROSCOE, SNYDER & PACIFIC RAILWAY COMPANY
RSR	ROCHESTER AND SOUTHERN RAILROAD, INC.
RSS	ROCKDALE, SANDOW & SOUTHERN RAILROAD COMPANY

RT	RIVER TERMINAL RAILWAY COMPANY
RTA	REGIONAL TRANSPORTATION AUTHORITY
RTCV	REGIONAL TRAIL CORPORATION
RTDZ	REGIONAL TRANSPORTATION DISTRICT (DENVER)
RTM	RAILWAY TRANSFER CO OF MINNEAPOLIS
RTRC	RICHMOND TERMINAL RAILWAY COMPANY
RTRR	RAILTOWN 1897 RAILROAD
RV	RAHWAY VALLEY RAILROAD
RVSC	RIO VALLEY SWITCHING COMPANY
RWSI	RAILWORKS TRACK SYSTEMS, INC.
SA	SAVANNAH AND ATLANTA RAILWAY COMPANY
SAN	SANDERSVILLE RAILROAD COMPANY
SANZ	SANGAMON INDUSTRIAL
SAPT	SAVANNAH PORT TERMINAL RAILROAD
SARC	SOUTHERN-APPLACHIAN RAILROAD COMPANY
SASI	SPRIT AEROSYSTEMS
SB	SOUTH BUFFALO RAILWAY COMPANY
SBD	SEABOARD SYSTEM RAILROAD, INCORPORATED
SBGR	SAVAGE, BINGHAM AND GARFIELD RAILROAD
SBK	SOUTH BROOKLYN RAILWAY COMPANY
SBRR	STOURBRIDGE RAILROAD COMPANY
SBS	SAGINAW BAY SOUTHERN RAILROAD
SBVR	SOUTH BRANCH VALLEY RAIL ROAD
SC	SUMTER AND CHOCTAW RAILWAY
SCAX	SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
SCBG	SANTA CRUZ, BIG TREE & PACIFIC RAILROAD
SCCT	SANTA CLARA COUNTY TRANSIT DISTRICT
SCFE	SOUTH CENTRAL FLORIDA RAILROAD
SCHI	SCHNITZER INDUSTRIES
SCK	SOUTH CENTRAL ARKANSAS RAILWAY, INCORPORATED
SCL	SEABOARD COAST LINE RAILROAD
SCM	STROUDS CREEK AND MUDDLETY RAILROAD CO.
SCPB	SOUTH CAROLINA PUBLIC RAILWAYS COMMISSION
SCRF	SOUTH CAROLINA CENTRAL RAILROAD CO., INC.
SCRT	SACRAMENTO COUNTY REGIONAL TRANSIT DISTRICT
SCRX	SCHUYLKILL COUNTRY RAIL AUTHORITY
SCTR	SOUTH CENTRAL TENNESSEE RAILROAD
SCXF	SOUTH CENTRAL FLORIDA EXPRESS INC.
SCXY	ST. CROIX VALLEY RAILROAD
SCY	SEAVIEW COMPANY
SDAC	SUSQUEHANNA ECON. DEV. ADM. COUNCIL OF GOVT.
SDAE	SAN DIEGO AND ARIZONA EASTERN TRANSPORTATION CO.
SDIY	SAN DIEGO & IMPERIAL VALLEY
SDNX	SAN DIEGO NORTHERN RAILWAY
SDRR	SOUTH DAKOTA RAILROAD AUTHORITY
SDRX	SOUD HEAVY RAIL TRANSIT
SDTI	SAN DIEGO TROLLEY, INCORPORATED
SEAU	SEALAND SERVICES INCORPORATED
SECO	SEWCO INCORPORATED
SECX	SOUTH EAST COAL CO.
SEKR	SOUTHEAST KANSAS RAILROAD
SEPA	SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

SEPC	SOUTHWEST ELECTRIC POWER CO.
SERA	SIERRA RAILROAD COMPANY
SERC	SANDERVILLE AND ELGIN
SESO	SEMET-SOLVAY
SF	STEAMTOWN FOUNDATION
SFAZ	SUN FLOWER ARMY AMMUNITION PLANTS GOVT.
SFLR	SHORE FAST LINE RAILROAD COMPANY
SFRV	SOUTH FLORIDA REGIONAL TRANSIT AUTHORITY
SFS	SANTA FE SOUTHERN RAILWAY, INC.
SGLR	SEMINOLE GULF RAILROAD
SGR	SOUTH GEORGIA RAILROAD
SGVY	SAGINAW VALLEY RAILWAY COMPANY, INCORPORATED
SH	STEELTON & HIGHSPIRE RAILROAD
SHER	SHERRIFF, INC.
SHRX	SMOKY HILL RAILWAY
SI	SPOKANE INTERNATIONAL RAILROAD COMPANY
SIM	SOUTHERN ILLINOIS AND MISSOURI BRIDGE LINE
SIND	SOUTHERN INDIANA RAILWAY, INCORPORATED
SIRR	SOUTHERN INDUSTRIAL RAILROAD
SIRY	STATEN ISLAND RAILWAY CORPORATION
SJB	ST. JOSEPH BELT RAILWAY COMPANY
SJL	ST. JOHNSBURY AND LAMOILLE COUNTY RAILROAD
SJMZ	ST. JOE'S MINE
SJRT	ST. JOHN'S RIVER TERMINAL CO.
SJT	ST. JOSEPH TERMINAL RAILROAD COMPANY
SJVR	SAN JOAQUIN VALLEY RAILROAD
SKJA	SOO KANSAS JOINT AGENCY
SKOL	SOUTH KANSAS AND OKLAHOMA RAILROAD
SLAL	SOUTH PLAINS LAMESA RR, LTD.
SLAW	ST. LAWRENCE RAILROAD
SLC	SAN LUIS CENTRAL RAILROAD COMPANY
SLCU	SALT LAKE CITY UNION DEPORT AND RAILWAY CO.
SLGG	SYDNEY AND LOWE RAILROAD INC.
SLGW	SALT LAKE, GARFIELD & WESTERN RAILWAY COMPANY
SLMB	ST. LOUIS MUNICIPAL BRIDGE RAILWAY
SLOI	ST. LOUIS, IRON MOUNTAIN, & SOUTHERN
SLR	ST. LAWRENCE & ATLANTIC RAILROAD COMPANY
SLRG	SAN LUIS & RIO GRANDE RAILROAD
SLRR	ST. LAWRENCE & RAQUETTE RIVER RAILROAD
SLRS	SMS RAIL SERVICE INC.
SLRX	SWEET LINE RAILROAD
SLSF	ST. LOUIS-SAN FRANCISCO RAILWAY
SLSV	SHORT LINE SERVICES, INC.
SLWC	STILLWATER CENTRAL RR CO., INC.
SM	ST. MARY'S RAILROAD COMPANY
SMA	SAN MANUEL/ARIZONA RAILROAD CO.
SMD	STATE OF MARYLAND
SMI	STATE OF MICHIGAN
SMRR	SISSETON MILBANK RAILROAD
SMRS	SOUTHERN MICHIGAN RAILROAD SOCIETY
SMTA	SOUTHEASTERN MICHIGAN TRANS AUTH.
SMV	SANTA MARIA VALLEY RAILROAD COMPANY

SMW	ST MARYS RAILWAY WEST LLC
SMZ	STREAMLINE MINE
SN	SACRAMENTO NORTHERN RAILWAY
SNCX	STEAMTOWN NATIONAL HISTORICAL SITE
SO	SOUTH ORIENT RAILROAD
SOK	STANDARD OIL OF KENTUCKY
SOM	SOMERSET RAILROAD COMPANY
SOO	SOO LINE RAILROAD COMPANY
SOR	SOUTHWESTERN OKLAHOMA RAILROAD
SORA	SOUTHERN RAILS COOPERATIVE, LIMITED
SOT	SOUTH OMAHA TERMINAL RAILWAY COMPANY
SOU	NORFOLK SOUTHERN RAILWAY CO.
SP	SOUTHERN PACIFIC TRANSPORTATION COMPANY
SPBR	STOCKTON PUBLIC BELT RAILROAD
SPCC	SOUTHWESTERN PORTLAND CEMENT CO.
SPEG	SPENCERVILLE AND ELGIN RAILROAD COMPANY
SPM	SOUTHLAND PAPER MILLS, INC.
SPSR	SAN PEDRO RAILROAD OPERATING CO. LLC
SPUD	ST. PAUL UNION DEPOT COMPANY
SQVR	SEQUATCHIE VALLEY RAILROAD COMPANY
SR	SOUTHRAIL CORPORATION
SRC	STRASBURG RAILROAD COMPANY
SREC	SOUTHWEST RAILWAY EQUIPMENT CORPORATION
SRHX	SUNBELT RAILWAY HISTORICAL TRUST
SRN	SABINE RIVER & NORTHERN RAILROAD COMPANY
SRNJ	SOUTHERN RAILROAD CO. OF NEW JERSEY
SRTC	SAVANNAH RIVER TERMINAL COMPANY
SRY	SOUTHERN RAILWAY OF BRITISH COLUMBIA LIMITED
SS	SAND SPRINGS RAILWAY COMPANY
SSC	STOCKYARDS SERVICE COMPANY
SSDK	SAVANNAH STATE DOCKS RAILROAD COMPANY
SSFL	SOUTH SAN FRANCISCO LIVESTOCK HAULING COMPANY
SSHV	SEASIDE HOLDING INC
SSLV	SOUTHERN SAN LUIS VALLEY RAILROAD COMPANY
SSM	SAULT SAINT MARIE BRIDGE COMPANY
SSOR	SISSETON SOUTHERN RAILWAY CO.
SSPB	SEASPAN INTERNATIONAL LIMITED
SSW	ST. LOUIS SOUTHWESTERN RAILWAY COMPANY
SSWN	SOUTHERN PACIFIC, CHICAGO, ST. LOUIS CORP.
ST	SPRINGFIELD TERMINAL RAILWAY COMPANY
STBN	SCOTT AND BEARSKIN
STC	SIMPSON TIMBER COMPANY
STE	STOCKTON TERMINAL AND EASTERN RAILROAD
STMA	ST. MARIES RIVER RAILROAD COMPANY
STML	STOCKTON TRANSMODAL
STMX	STATE MUSEUM
STO	STEAM TOURS OF OHIO
STRP	ST. REGIS PAPER COMPANY
STRT	STEWARTSTOWN RAILROAD COMPANY
STRX	STATE UNIVERSITY RAILROAD
SUAB	SOUTHERN ALABAMA RAILROAD COMPANY, INC.
SUB	STATE SUBSIDY

SUR	STATE UNIVERSITY RAILROAD COMPANY
SUS	STOCKTON UNION STOCKYARDS COMPANY
SVIL	SALTVILLE RAILROAD COMPANY
SVIZ	SHELBYVILLE INDUSTRIAL RAILROAD
SVRR	SHAMOKIN VALLEY RAILROAD COMPANY
SW	SOUTHWESTERN RAILROAD
SWGR	SEAGRAVES, WHITEFACE AND LUBBOCK RAILROAD COMPANY
SWKR	SAN PEDRO WESTERN RAILROAD
SWP	SOUTH WEST PENNSYLVANIA RAILROAD
SYPD	SACRAMENTO-YOLO PORT DISTRICT BELT RAILROAD
SYR	STOCKYARDS RAILWAY COMPANY
TAG	TENNESSEE, ALABAMA AND GEORGIA RAILWAY COMPANY
TAR	TARANTULA RAILROAD
TASD	TERMINAL RAILWAY ALABAMA STATE DOCKS
TAW	TOLEDO, ANGOLA AND WESTERN RAILWAY CO.
TB	TWIN BRANCH RAILROAD COMPANY
TBB	TAYLOR & BREWER
TBER	TERRE HAUTE BRAZIL & EASTERN RAILROAD
TBRY	THERMAL BELT RAILWAY
TC	TIMKEN COMPANY
TCCO	TIDEWATER CONSTRUCTION CO.
TCCX	UTDC TRANSIT SERVICE
TCG	TUCSON, CORNELIA AND GILA BEND RAILROAD COMPANY
TCKR	TURTLE CREEK INDUSTRIAL RR, INC.
TCODE	Test Railroad
TCP	TRANSCO CORPORATION
TCRC	TRI-COUNTY RAIL CONSTRUCTORS
TCRO	TRI-COUNTY RAIL COMMUTER RAIL CONSTRUCTORS
TCRV	TRI-CITY RAILCAR REPAIR
TCRZ	TRI-CITY RAILROAD COMPANY
TCS	TACOMA SMELTER
TCSR	THE CAROLINA SOUTHERN RAILROAD
TCT	TEXAS CITY TERMINAL RAILWAY COMPANY
TCWR	TWIN CITIES & WESTERN RAILROAD CO.
TENN	TENNESSEE RAILWAY COMPANY
TEPC	TUCSON ELECTRIC POWER CO.
TER	TEXAS EXPORT RAILROAD COMPANY
TES	TEXAS ELECTRIC SERVICE COMPANY
TEST	THIS IS A TEST CODE
TEXC	TEXAS CENTRAL RAILROAD COMPANY
TEXU	TEXAS UTILITIES GENERAL COMPANY
TG	TEXAS GULF SULPHUR
THB	TORONTO, HAMILTON AND BUFFALO RAILWAY COMPANY
TI	TONAWANDA IRON
TIBR	TIMBER ROCK RAILROAD COMPANY INC.
TIIZ	TRINITY INDUSTRIES, INC.
TIOC	TIOGA CENTRAL RAILROAD
TIPP	TIPPECANOE RAILROAD
TIRL	TONAWANDA ISLAND RAILROAD INC.
TKEN	TENNKEN RAILROAD COMPANY INCORPORATED
TLEW	TOLEDO, LAKE ERIE AND WESTERN RAILROAD
TM	TEXAS MEXICAN RAILWAY COMPANY

TMBL	TACOMA MUNICIPAL BELT LINE RAILWAY
TMIZ	TILDEN MINE
TMZ	TINDLE MILLS
TN	TEXAS & NORTHERN RAILWAY COMPANY
TNER	TEXAS NORTHEASTERN RAILROAD
TNHR	THREE NOTCH RAILROAD
TNMR	TEXAS AND NEW MEXICO RAILROAD
TNR	TENNRAIL CORPORATION
TOE	TEXAS, OKLAHOMA AND EASTERN RAILROAD COMPANY
TOP	TEXAS, OKLAHOMA AND PORTLAND
TOV	TOOELE VALLEY RAILWAY COMPANY
TP	TEXAS AND PACIFIC RAILWAY
TPMP	TEXAS PACIFIC MISSOURI PACIFIC RR OF NEW ORLEANS
TPT	TRENTON-PRINCETON TRACTION COMPANY
TPW	TOLDEO, PEORIA AND WESTERN RAILROAD
TRAV	TRI RAIL ASSOCIATION
TRC	TRONA RAILWAY COMPANY
TRCC	TEXAS RAILWAY CAR CORP.
TRE	TRINITY RAIL EXPRESS
TRMW	TACOMA RAIL MOUNTAIN DIVISION
TRRA	TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS
TRRX	THREE RIVERS RAILWAY COMPANY
TSBY	TUSCOLA & SAGINAW BAY RAILWAY COMPANY, INC.
TSE	TEXAS SOUTH-EASTERN RAILROAD COMPANY
TSI	TRAFFIC SERVICES INC.
TSNR	TYSON RAILROAD, INCORPORATED
TSR	TEXAS STATE RAILROAD
TSRC	TIDEWATER SOUTHERN RAILWAY COMPANY
TSRD	TWIN STATE RAILROAD CORPORATION
TSRI	TEXAS SOUTHERN RAILROAD, INCORPORATED
TSRR	TENNESSEE SOUTHERN RAILROAD COMPANY INC.
TSU	TULSA SAPULPA UNION RAILWAY COMPANY
TT	TOLEDO TERMINAL RAILROAD COMPANY
TTAX	TRAILER TRAIN
TTIS	TRANS KENTUCKY TRANSPORTATION RAILWAY
TTR	TIJUANA AND TECATE RAILWAY COMPANY
TTZ	TILCON TOMASSO
TUST	TEXARKANA UNION STATION TRUST
TVA	TENNESSEE VALLEY AUTHORITY
TVRM	TENNESSEE VALLEY RAILROAD
TWRY	TRADEWATER RAILWAY COMPANY
TXDOT	TEXAS DEPARTMENT OF TRANSPORTATION
TXGN	TEXAS, GONZALES & NORTHERN RAILWAY COMPANY
TXNW	TEXAS NORTHWESTERN RAILWAY COMPANY
TXPF	TEXAS PACIFICO TRANSPORTATION, LTD.
TXR	TEXAS ROCK CRUSHER RAILWAY CO.
TYBR	TYBURN RAILROAD COMPANY
TZPR	TAZEWELL & PEORIA RAILROAD INC.
UAC	UNITED AIRCRAFT CORPORATION
UB	UNION BELT OF DETROIT
UCRY	UTAH CENTRAL RAILWAY COMPANY
UDC	UNION DEPOT COMPANY COLUMBIA OHIO

UIZ	ULEN INDUSTRIES
UMP	UPPER MERION & PLYMOUTH RAILROAD COMPANY
UNI	UNITY RAILWAYS COMPANY
UNK	RAILROAD UNKNOWN
UO	UNION RAILROAD OF OREGON
UP	UNION PACIFIC RAILROAD COMPANY
URR	UNION RAILROAD COMPANY
URSC	UNITED RAILWAY SUPPLY CO.
USA	UNITED STATES ARMY
USAT	UNITED STATES ARMY TRANS. CORP. "F E M R"
USC	UNITED STOCKYARDS CORPORATION
USKS	USS/KOBE STEEL COMPANY
USMN	U.S. STEEL MINING RAILROAD
USMR	UNITED STATES METALS REFINING
USP	UNITED STATES NAVE, PORTSMOUTH N.H.
USPF	UNITED STATES PINE FOUNDRY
USRI	U S RAIL CORPORATION/NATIONAL STARCH
USRZ	U.S. RECYCLING COMPANY
USTG	UNITED STATES GOVERNMENT(FRA)
USYT	UNION STOCK YARD & TRANS. CO. OF CHICAGO
UT	UNION TERM. RAILWAY CO. "ST. JOSEPH, MO."
UTAH	UTAH RAILWAY COMPANY
UTAX	UTAH TRANSIT AUTHORITY
UTD	UNION TERMINAL COMPANY "DALLAS, TEXAS"
UTDC	UTDC TRANSIT SERVICE
UTR	UNION TRANSPORTATION
VAMD	VIRGINIA AND MARYLAND RAILROAD COMPANY
VBR	VIRGINIA BLUE RIDGE RAILWAY
VC	VIRGINIA CENTRAL RAILWAY
VCY	VENTURA COUNTY RAILWAY COMPANY
VE	VISALIA ELECTRIC RAILROAD COMPANY
VIAZ	VIA RAIL CANADA, INCORPORATED
VNRC	VERMONT NORTHERN RAILROAD
VP	VANCOUVER PLYWOOD
VR	VALDOSTA RAILWAY, L.P.
VREE	VREELAND RAIL INC.
VREX	VIRGINIA RAILWAY EXPRESS
VRRC	VANDALIA RAILROAD COMPANY
VS	VALLEY & SILETZ RAILROAD COMPANY
VSO	VALDOSTA SOUTHERN RAILROAD
VSOR	VICKSBURG SOUTHERN RAILROAS
VSRR	VIRGINIA SOUTHERN RAILROAD
VTCX	VIRGINIA AND TRUCKEE COMPANY
VTR	VERMONT RAILWAY, INC.
VV	VICTOR VOLITIC STONE
WA	WESTERN RAILWAY OF ALABAMA
WAG	WELLSVILLE, ADDISON AND GALETON RR CORP.
WAKS	WANNAMAKERS, KEMPTON AND SOUTHERN
WAND	WISCONSIN AND MICHIGAN RAILWAY
WAR	WARRENTON RAILROAD
WARN	WARNER CO.
WATC	WASHINGTON TERMINAL COMPANY

WBC	WILKES-BARRE CONNECTING RAILROAD COMPANY
WBCR	WABASH CENTRAL
WBTS	WACO, BEAUMONT, TRINITY & SABINE RR CO.
WC	WISCONSIN CENTRAL LTD.
WCCX	WARREN CAR COMPANY
WCLR	WACCAMAW COAST LINE RAILROAD COMPANY
WCRC	WASHINGTON CENTRAL RAILROAD COMPANY
WCTU	WHITE CITY TERMINAL AND UTILITY COMPANY
WCTX	WEYERHAEUSER WOODS RAILROADS
WE	WHEELING & LAKE ERIE RAILWAY COMPANY
WEC	WALKER ESTATE CORPORATION, A.T.
WER	WISCONSIN ELECTRICAL RAILROAD HIST SOCIETY
WERC	WEST END CONRAIL
WEST	WEIRTON STEEL
WFA	WESTERN FUEL ASSOCIATION
WFP	WAKE FERN PRODUCE
WGCR	WIREGRASS CENTRAL RAILROAD
WGR	WILLAMINA & GRAND RONDE RAILWAY COMPANY
WGRY	WABASH & GRAND RIVER RAILWAY COMPANY
WHEQ	WHISLER EQUIPMENT COMPANY
WHNS	WAYNESBURGH AND SOUTHERN
WHOE	WALKING HORSE & EASTERN RAILROAD COMPANY
WHSF	WHEELING STEEL
WHWN	WAYNESBURGH AND WASHINGTON
WI	WOODWARD IRON
WICT	WISCONSIN CALUMET RAILROAD
WIM	WASHINGTON, IDAHO AND MONTANA RAILWAY COMPANY
WINV	WISCONSIN NORTHERN RAILROAD
WIRR	WEBER INDUSTRY
WIRV	WASHINGTON AND IDAHO RAILWAY
WISD	WISCONSIN DOT
WIWR	WISCONSIN WESTERN RAILROAD
WJSL	WEST JERSEY RAILROAD
WLO	WATERLOO RAILROAD COMPANY
WM	WESTERN MARYLAND RAILWAY
WMS	WHITE MOUNTAIN SCENIC RAILROAD
WMSV	WMS, LLC
WNF	WINFIELD RAILROAD COMPANY
WNFR	WINIFREDE RAILROAD COMPANY
WNYP	WESTERN NEW YORK & PENNSYLVANIA RAILROAD, LLC
WOV	WARREN AND OUACHITA VALLEY RR CO
WP	WESTERN PACIFIC RAILROAD COMPANY
WPE	WEST PITTSTON-EXETER RAILROAD COMPANY
WPRR	WILLIAMETTE AND PACIFIC RAILROAD, INC.
WPY	WHITE PASS & YUKON CORPORTATION, LIMITED
WR	WHIPPANY RIVER
WRC	WOLFEBORO RAILROAD COMPANY
WRCC	WINNIPESAUKEE RAILROAD CORPORATION
WRM	WESTERN RAILWAY OF MEXICO
WRPI	WESTERN RAILROAD PROPERTY, INCORPORATED
WRRC	WESTERN RAILROAD COMPANY
WRWK	WARWICK RAILWAY COMPANY

WS	WARE SHOALS RAILROAD COMPANY
WSC	WESTERN STOCKYARDS CORPORATION
WSH	WICHITA STOCKHANDLING AND TRACKS ASSOCIATION, INC.
WSOR	WISCONSIN & SOUTHERN RAILROAD
WSPI	WESTERN STATES PROPERTIES, INC.
WSR	WARREN & SALINE RIVER RAILROAD COMPANY
WSS	WINSTON-SALEM SOUTHBOUND RAILWAY
WST	WINSTON-SALEM TERMINAL COMPANY
WSYP	WHITE SULPHUR SPRINGS AND YELLOWSTONE PK
WTA	WICHITA TERMINAL ASSOCIATION
WTJR	WICHITA, TILLMAN AND JACKSON RY. CO., INC.
WTLC	WEST TEXAS AND LUBBOCK RAILWAY COMPANY
WTNN	WEST TENNESSEE RAILROAD CORPORATION
WTR	WHIPPANY TOONERVILLE RAILROAD
WTRM	WARREN & TRUMBELL RAILROAD COMPANY
WTRY	WILMINGTON TERMINAL RAILROAD INC.
WTSE	WEST SHORE RAILROAD
WUT	WICHITA UNION TERMINAL RAILWAY CO.
WVC	WEST VIRGINIA CENTRAL RAILROAD
WVN	WEST VIRGINIA NORTHERN RAILROAD, LIMITED
WVR	WILLIAMETE VALLEY RAILWAY COMPANY
WVRC	WABASH VALLEY RAILROAD COMPANY
WVRD	WILLAMETTE VALLEY RAILROAD (NOW AERC)
WVRR	WHITEWATER VALLEY RAILROAD
WVSR	WEST VIRGINIA SOUTHERN RAILWAY
WVWR	EVANSVILLE WESTERN RAILWAY, INCORPORATED
WW	WINCHESTER AND WESTERN RAILROAD COMPANY
WWC	WHITE WESTINGHOUSE CO.
WWRC	WILMINGTON AND WESTERN RAILWAY CORPORATION
WWV	WALLA WALLA VALLEY RAILWAY COMPANY
WWVX	WHITE WATER VALLEY RAILROAD
WYCO	WYOMING AND COLORADO RAILROAD
WYS	WYANDOTTE SOUTHERN RAILROAD COMPANY
WYT	WYANDOTTE TERMINAL RAILROAD COMPANY
YAN	YANCY RAILROAD COMPANY
YARR	YOUNGSTOWN & AUSTINTOWN RAILROAD
YB	YOGSTOWN BELT RAILROAD COMPANY
YDC	YANKEE TOWN DOCK CORP.
YILA	YAKIMA INTERURBAN LINES ASSOCIATION
YKR	YORKRAIL, INC.
YN	YOUNGSTOWN AND NORTHERN RAILROAD COMPANY
YS	YOUNGSTOWN & SOUTHERN RAILWAY COMPANY
YSLR	YOLO SHORTLINE RAILROAD CO.
YST	YOUNGSTOWN SHEET AND TUBE
YSVR	YELLOWSTONE VALLEY RAILROAD, INC.
YUR	YUMA VALLEY RAILROAD
YVRR	YADKIN VALLEY RAILROAD COMPANY
YVT	YAKIMA VALLEY TRANSPORTATION COMPANY
YW	YREKA WESTERN RAILROAD COMPANY

FRA Violation Type	Description
AD	Alcohol and drug regulations
AR	Accident reports laws and regulations
BW	Bridge Worker Safety Standards
EO	Emergency Order (under 49 U.S.C. § 20104)
EP	Railroad Safety Enforcement Procedures
EQ	Engineer qualifications regulations
FCS	Railroad Freight Car Safety Standards
GC	Grade Crossing Signal System Safety
GS	Safety Glazing Standards
HMT	Hazardous Materials Regulations
HS	Hours of service laws
HSR	Hours of service record keeping regulations
LI	Locomotive inspection laws and regulations
NE	Railroad Noise Emission Compliance
PEP	Passenger Train Emergency Preparedness
PEQ	Passenger Equipment Safety Standards
REM	Rear end marking devices regulations
ROP	Railroad Operating Practices
ROR	Railroad Operating Rules
RSP	Railroad Communications
RW	Roadway Worker Protection Rules
SA	Safety appliance laws and regulations
SI	Signal inspection law and regulations
TH	Train Horn/Quiet Zone
TS	Track Safety Standards

QUESTIONS FOR THE RECORD

CHAIRMAIN OBEY

QFR Responses – Freight Trains Blocking Public Highways

QUESTION: Does the FRA agree that there appears to be a growing problem, and therefore a growing safety concern, with freight trains blocking grade crossings and public right of way?

RESPONSE: Yes. As stated in FRA's 2006 report entitled *Impact of Blocked Highway/Rail Grade Crossings on Emergency Response Services*, blocked crossings have become a more contentious issue in recent years. Despite growth in rail and highway traffic, the funding of infrastructure improvements has not kept pace. In addition, railroad mergers have concentrated rail traffic on fewer lines. As a result, rail traffic density (i.e., number of cars or trains per day for each mile of highway or track) has been steadily growing. This, when combined with increased highway traffic and community development patterns, contributes to the blocked crossing problem. FRA is aware of the safety hazards associated with blocked crossings. Blocked crossings impede the movement of emergency response vehicles, induce crossing violations and trespassing, and adversely affect the quality of life in communities across the country. As a result, FRA staff work collaboratively with railroads and affected communities to address local safety concerns regarding blocked crossing issues.

QUESTION: Can the FRA provide to the committee a comprehensive accounting of reports and complaints of such incidents across the nation?

RESPONSE: Unfortunately, FRA does not collect or record data related to blocked crossings. However, an informal survey of FRA's correspondence database reveals that FRA's headquarters personnel responded to, on average, two written inquiries involving blocked crossing issues per month during calendar year 2007.

QUESTION: Are there any federal regulations governing the blocking of public right-of-way?

RESPONSE: FRA does not have a rule setting a maximum time that trains may block a crossing. However, FRA rail safety regulations do address standing trains that unnecessarily activate grade-crossing warning systems. These regulations, under 49 C.F.R. § 234.209, prohibit standing trains, locomotives, or other rail equipment from activating the warning systems at grade crossings unless the operations are part of "normal train movements or switching operations." This rule deals expressly with the subject matter of trains standing in the approach circuits to active warning systems. The rule also makes clear that the normal realities of railroad operations sometimes require that trains stop in such circuits, activating the crossing devices even while the train is standing still outside of the crossing itself. Moreover, in some situations a railroad may have to stop a train in order to comply with Federal regulations. A law limiting the amount of time that a crossing may be blocked could have the effect of requiring a railroad to violate those Federal safety rules.

QUESTION: Does FRA agree with court rulings in Texas and Illinois that State and local governments are constrained from enforcing local laws and ordinanees because of a federal preemption?

RESPONSE: FRA is aware of two recent decisions of the **Illinois** Supreme Court, Village of Mundelein v. Wisconsin Central RR, (Ill. January 25, 2008) and Eagle Marine Industries, Inc. v. Union Pacific RR. Co.,(Ill. January 25, 2008), which addressed the issue of blocked crossings. In these cases, the court held that an Illinois statute limiting the time that a railroad is permitted to block a crossing was preempted pursuant to the express preemption provision found at 49 U.S.C. § 20106 (Section 20106). That section, which was amended in August 2007 by Public Law No. 110-53, reads in part as follows: "[l]aws, regulations, and orders related to railroad safety and laws, regulations, and orders related to railroad security shall be nationally uniform to the extent practicable." The section further provides in relevant part as follows: [a] State may adopt or continue in force a law, regulation, or order related to railroad safety or security until the Secretary of Transportation (with respect to railroad safety matters), or the Secretary of Homeland Security (with respect to railroad security matters), prescribes a regulation or issues an order covering the subject matter of the State requirement. A State may adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security when the law, regulation, or order--(1) is necessary to eliminate or reduce an essentially local safety or security hazard; (2) is not incompatible with any law, regulation, or order of the United States Government; and (3) does not unreasonably burden interstate commerce. While acknowledging that no Federal regulation establishes a specific amount of time that a crossing may be blocked, the Illinois Supreme Court found that the State statute had the effect of regulating a number of aspects of railroad operations that are covered by Federal regulations, including train speed, train length, air brake testing and other air brake safety requirements, and operation of trains at crossings. The court also found that the savings clause of Section 20106 did not apply because the State statute was incompatible with Federal law, and unreasonably burdened interstate commerce. The court found it was not necessary to decide whether the State statute was necessary to eliminate or reduce an essentially local safety or security hazard. The most recent decision involving blocked crossings in **Texas** of which FRA is aware is Friberg v. Kansas City Southern Ry. Co., 267 F.3d 439 (5th Cir. 2001). In that case, the United States Court of Appeals for the Fifth Circuit found that a Texas statute limiting the time that a train may block a crossing was preempted by the Interstate Commerce Commission Termination Act (ICCTA), 49 U.S.C. § 10101 et seq., which provides the Surface Transportation Board with broad jurisdiction over certain aspects of railroad operations. FRA agrees that many State statutes attempting to regulate blocked crossings have the effect of regulating aspects of railroad operations that are currently regulated by FRA. As a result, FRA agrees with decisions finding preemption based on the effect of the State statute on existing Federal railroad safety statutes and regulations. FRA does not express an opinion about decisions finding preemption based on ICCTA, because FRA does not administer that statute.

QUESTION: Would the FRA support legislation that would repeal such a federal pre-emption so that state and local governments can take the steps they believe are appropriate to enforce prohibitions against the blocking of right-of-way?

RESPONSE: No. Any change in the preemption provision at 49 U.S.C. § 20106 to allow States to enforce limitations on blocked crossings would destroy the national uniformity of regulation that Congress has long recognized is essential to railroad safety. As previously mentioned, compliance with State prohibitions against blocked crossings could affect compliance with numerous Federal railroad safety requirements. If those existing Federal statutes and regulations lost their preemptive effect, railroad safety could be compromised, as railroads would be unable to comply with both the State and the Federal requirements. The resulting uncertainty as to which regulations to follow, particularly as railroads move from one State to another, would be especially detrimental.

QUESTION: If the FRA would not support elimination of the federal pre-emption, what other courses of action would the FRA suggest state and local governments and concerned citizens might take to confront the problem?

RESPONSE: As stated in FRA's 2006 report, *Impact of Blocked Highway/Rail Grade Crossings on Emergency Response Services,* finding solutions to blocked crossings requires first identifying the reasons for the blockage. Many times, blocked crossing problems can be mitigated successfully on a case-by-case basis. While some States have been able to deal effectively with blocked crossing issues through their State DOTs or PUCs, the FRA can facilitate communication between the local community and the railroad to address these issues where State action has been ineffective. In FRA's experience, blocked crossing issues are best resolved when there is an effective working relationship between the community and the railroad, which can often facilitate a cost-effective resolution of these issues. Improving communication between the railroad and emergency responders is an effective and relatively inexpensive solution. Communication systems, some of which do not require railroad participation, can alert Emergency Medical Services personnel to possible crossing closures from approaching trains and allow them to choose alternative routes, if necessary. This approach can be particularly effective if dispatchers are able to route emergency vehicles to open crossings or grade separated crossings before the vehicles have committed to a route that is blocked by a train. An important part of establishing cooperation and communication is an understanding of the requirements of both railroad and emergency response operations. One way to facilitate this understanding is through training courses such as those presented by Operation Lifesaver. These courses help acquaint emergency response personnel with railroad operations and clarify procedures for contacting railroad personnel in case of emergencies.

Some blocked crossing issues might also be addressed through rulemaking. Thus far, FRA has not developed a regulatory approach that would solve many of the blocked crossing problems FRA has not addressed, but others may think of one. FRA is open to petitions for rulemaking from anyone who has a good idea for improving railroad safety. States, among many other stakeholders, participate in FRA's Railroad Safety Advisory Committee which develops and recommends regulatory solutions to the Administrator. Some blocked crossing issues are likely to be improved, or even eliminated, by technological advances in the relatively near future, too. FRA anticipates a transition to electronically controlled pneumatic (ECP) brakes over the next few years. For example, FRA expects that the number of times a railroad would be legally required for safety reasons to stop a train across grade crossings to conduct brake tests will drop dramatically once most or all trains are equipped with ECP brakes. Similarly, all of the Class I railroads are working on positive train control systems which can help reduce the number of blocked crossings.

QUESTION: Does the FRA have adequate access to information related to such incidents and, if not, would the FRA support establishment of a federal database of such incidents?

RESPONSE: Although FRA maintains the U.S. DOT National Crossing Inventory, which contains information about crossing characteristics that is self reported by the States and railroads, FRA does not maintain data related to blocked crossing issues. Due to (1) limited FRA resources and (2) the fact that FRA does not have jurisdiction over State and local governments to require them to report blocked crossing issues, FRA does not think that it would be advisable to establish a federal database of these incidents at this time.

QUESTION: In regards to the Wisconsin Department of Transportation/Federal Railroad Administration baggage pilot project that will assess how best to check baggage between rail and air systems – what program does FRA have that could provide funding for the demonstration of the feasibility of checking baggage between Chicago Union Station and General Mitchell International Airport for passengers using Amtrak service?

RESPONSE: FRA's Research and Development program is focused on high-priority safety research activities and projects. FRA does not have the discretionary resources needed to conduct research, development and demonstration of passenger rail concepts such as new approaches to baggage handling, or the transfer of baggage between rail and aviation. Given the significant security issues that would have to be addressed by the demonstration proposed by Wisconsin DOT. The more appropriate source of funding may be the Department of Homeland Security.

WRITTEN STATEMENT OF
COLLISTER JOHNSON, JR., ADMINISTRATOR
SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION
U.S. DEPARTMENT OF TRANSPORTATION

FOR THE RECORD OF THE
SUBCOMMITTEE ON TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES
HOUSE COMMITTEE ON APPROPRIATIONS

MAY 14, 2008

The U.S. Saint Lawrence Seaway Development Corporation (SLSDC), a wholly owned government corporation and an operating administration of the U.S. Department of Transportation (DOT), is responsible for the operation and maintenance of the U.S. portion of the St. Lawrence Seaway between Montreal and Lake Erie. This responsibility includes maintaining and operating the two U.S. Seaway locks located in Massena, N.Y., and vessel traffic control in areas of the St. Lawrence River and Lake Ontario. In addition, the SLSDC performs trade development functions designed to enhance Great Lakes St. Lawrence Seaway System utilization.

For nearly 50 years, the binational St. Lawrence Seaway has served as a vital transportation corridor for the international movement of bulk and general cargoes such as steel, iron ore, grain, and coal, serving a North American region that makes up one quarter of the U.S. population and nearly half of the Canadian population. Operated and maintained by the SLSDC and the Canadian St. Lawrence Seaway Management Corporation (SLSMC), the St. Lawrence Seaway is a unique binational transportation asset, which directly serves an eight-state, two-province region that accounts for 29 percent of the U.S. gross domestic product (GDP), 60 percent of Canada's GDP, 55 percent of North America's manufacturing and services industries, and is home to 110 million people or one quarter of the continent's population. In fact, maritime commerce on the Great Lakes St. Lawrence Seaway System impacts 150,000 U.S. jobs, $12 million per day in wages, $9 million per day in business revenues by firms engaged in trade, and provides approximately $2.7 billion in annual transportation cost savings compared to competing rail and highway routes.

The SLSDC's principal performance goal is to provide a safe, secure, reliable, and efficient U.S. portion of the St. Lawrence Seaway to its commercial users. Since its opening in 1959, more than 2.4 billion metric tons of cargo has been transported through the combined sections of the St. Lawrence Seaway (Montreal-Lake Ontario and Welland Canal) with an estimated value of more than $400 billion.

To continue providing these economic benefits to both nations as well as serving as a viable option to help mitigate highway and rail congestion in the region, the binational St. Lawrence Seaway must remain available, efficient, and competitive for commercial transportation. To achieve these goals, the Seaway's infrastructure, which is approaching the end of its original "design" life, must be renewed through a large-scale capital reinvestment on both sides of the international border.

FISCAL YEAR (FY) 2009 BUDGET ESTIMATE

The SLSDC's total program budget request for Fiscal Year (FY) 2009 is $33,742,000 to fund general agency operations ($16,207,000) as well as 17 capital and maintenance projects/equipment included in the first year of the SLSDC's new U.S. Seaway Asset Renewal Program (ARP) ($17,535,000). Funding for the SLSDC request is proposed to be derived from an appropriation from the Harbor Maintenance Trust Fund (HMTF) ($31,842,000), coupled with the Corporation's annual non-federal revenues (estimated at $900,000) and a $1,000,000 withdrawal from its reserve fund.

The FY 2009 total program budget request is $15,450,000 above the 2008 enacted level of $18,292,000 ($17,392,000 appropriation from the HMTF and $900,000 in non-federal revenues). Of that increased amount, there are $625,000 in net baseline changes and $14,825 in net program changes associated with the ARP projects and equipment (net changes include a $2,810,000 capital budget reduction from the FY 2008 base budget). Baseline changes include a $542,000 increase in net personnel compensation and benefits; $80,000 increase in inflationary adjustments; and a $3,000 increase in DOT Working Capital Fund projections.

The U.S. portion of the St. Lawrence Seaway was built in the late 1950s at an original cost of $130 million. Only $47 million in capital expenditures have been invested in the U.S. Seaway locks since it opened in 1959. A perpetual infrastructure asset, such as a lock, bridge, or tunnel, needs a capital investment equivalent to its original cost over its projected design life, which is approximately 50 years, in order to sustain itself. Without sufficient investment in the SLSDC's perpetual assets, the future availability and reliability of the U.S. section of the St. Lawrence Seaway is in jeopardy. Although the Seaway has enjoyed a 99 percent reliability rate over its history, similar results in the future are uncertain with an aging infrastructure that has not been adequately renewed.

To address its infrastructure renewal needs, the SLSDC has identified 50 necessary capital and maintenance investments for the two U.S. Seaway locks, the Seaway International Bridge connecting Ontario and New York, the connecting channels, the operational systems, and for Corporation facilities and equipment. None of these investments will result in increases to the currently authorized depth or width of the navigation channel or to the size of the two existing U.S. locks.

The SLSDC ARP supports the engineering considerations highlighted in November 2007 binational *Great Lakes St. Lawrence Seaway Study.* The Study, which was completed with the support of the U.S. Army Corps of Engineers, Transport Canada, and the U.S. Department of Transportation's Office of the Secretary, SLSDC, and U.S. Maritime Administration, evaluated the infrastructure needs of the U.S. and Canadian Great Lakes Seaway System and assessed the economic, environmental, and engineering implications of those needs pertaining to commercial navigation. As part of its ARP planning and implementation processes, the SLSDC will work closely with the U.S. Army Corps of Engineers to leverage its expertise.

2007 NAVIGATION SEASON OVERVIEW

After recording its highest cargo tonnage level since 1999 in 2006, St. Lawrence Seaway cargo movements fell by approximately 10 percent to an estimated 42.7 million metric tons in 2007. The reduction was principally due to several market and economic conditions, including higher-than-expected ocean freight rates due to the growth in China's economy resulting in a reduction of available ocean vessels in the System and the declining value of the U.S. dollar, which contributed to a weakened North American steel import market. The reduction in steel imports into the Seaway System also negatively impacted the Seaway's grain export trade.

Although overall tonnage was down in 2007, the St. Lawrence Seaway did experience significant gains in several new commodities, specifically project and specialty cargoes. For example, shipments of wind turbine components in 2007 were ahead of 2006 levels by more than 30 percent.

CONCLUSION

The FY 2009 request reflects the Administration's commitment to providing the global commercial users of the St. Lawrence Seaway with a safe, secure, efficient, and reliable transportation route. The binational waterway serves as a vital waterborne link between major U.S. and Canadian agricultural, manufacturing, and industrial centers, including Chicago, Detroit, Toronto, Hamilton, Cleveland, Duluth, Thunder Bay, Toledo, and Milwaukee, and European, South American, and North African markets. Approval of the SLSDC's budget request will provide the agency the necessary resources to improve the long-term structural integrity of the U.S. Seaway infrastructure through implementation of the Asset Renewal Program.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION
U.S. DEPARTMENT OF TRANSPORTATION
RESPONSES TO QUESTIONS FOR THE RECORD

SUBCOMMITTEE ON TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES
HOUSE COMMITTEE ON APPROPRIATIONS

FULL-TIME EMPLOYEES

QUESTION: Please list the number of Full Time Employees for the Saint Lawrence Seaway Development Corporation (SLSDC) for the past 10 years.

RESPONSE:

SLSDC Full-Time Employees at End of Fiscal Year *

FY 1998	152	FY 2003	153
FY 1999	149	FY 2004	151
FY 2000	147	FY 2005	144
FY 2001	148	FY 2006	140
FY 2002	149	FY 2007	144

* includes full time permanent employees only; does not include temporary employees hired for short-term projects

EMERGENCY RESERVE ACCOUNT

QUESTION: In table format, for fiscal years 2005, 2006, 2007, 2008 (estimate), and 2009 (proposed), please provide the beginning balance, total non-federal revenue, any other revenues, and ending balance in the emergency reserve account.

RESPONSE:

SLSDC Emergency Reserve Account
(in millions of dollars)

	2005 (actual)	2006 (actual)	2007 (actual)	2008 (est.)	2009 (est.)
Beginning Balance	$11.7	$10.9	$11.1	$11.0	$11.0
Non-Federal Revenue	$ 0.8	$ 1.1	$ 1.4	$ 0.9	$ 0.9
Transfers In	$ 0.0	$ 0.0	$ 0.0	$ 0.0	$ 0.0
Transfers Out	$ 0.8	$ 0.9	$ 1.5	$ 0.0	$ 1.0
Year-End Balance	$10.9	$11.1	$11.0	$11.0	$10.0

QUESTION: Please also indicate the reasons for any higher or lower than expected emergency reserve account revenues.

RESPONSE: All emergency reserve account revenues are generated by the SLSDC's non-federal revenue sources. No appropriated funds are included in the account. The SLSDC reported fiscal year 2007 non-federal revenues of $1,432,000, an increase of $323,000 as compared to fiscal year 2006. This was principally due to higher short-term interest rates on the SLSDC's investments in the U.S. Treasury's Minority Bank Program, along with the sale of unused Corporation property along the St. Lawrence River and an increase in duty-free store concessions due to favorable U.S./Canadian dollar valuation.

OFFSETTING COLLECTIONS / NON-FEDERAL REVENUE

QUESTION: Please provide a table comparing the offsetting estimates included in the budget justifications to actual collections for each fiscal year 2005 through 2007, and revised estimates for fiscal year 2008.

RESPONSE:

SLSDC Non-Federal Revenues
(in thousands of dollars)

	Fiscal Year			
	2005 (actual)	2006 (actual)	2007 (actual)	2008 (est.)
Actual non-federal revenues	$ 777	$1,109	$1,432	$1,144
Estimate in budget justification	$ 900	$ 900	$ 900	$ 900
Difference	($ 123)	$ 209	$ 532	$ 244

QUESTION: Please provide a table indicating the sources of non-federal revenue and the funding from each for fiscal years 2005 through 2007 plus estimates for fiscal years 2008 and 2009.

RESPONSE:

SLSDC Non-Federal Revenues
(in thousands of dollars)

	Fiscal Year				
	2005 (actual)	2006 (actual)	2007 (actual)	2008 (est.)	2009 (est.)
Interest on retained earnings	$ 277	$ 434	$ 533	$ 517	$ 455
Concession operations	267	313	369	395	250
Rental of Admin. Building	68	67	64	35	35
Non-commercial tolls	105	109	113	113	100
Miscellaneous [1]	60	186	353	84	60
Total	$ 777	$1,109	$1,432	$1,144	$ 900

[1] Miscellaneous revenue includes vessel tie-up and tug services, sale of excess property, and Eisenhower Lock Visitors' Center turnstile receipts.

HARBOR MAINTENANCE TRUST FUND

QUESTION: Please provide a table showing the Harbor Maintenance Trust Fund revenues, transfers, and year-end balances for the last four fiscal years, plus the estimates for fiscal years 2008 and 2009.

RESPONSE:

Harbor Maintenance Trust Fund (HMTF)
(in thousands of dollars)

Fiscal Year	Trust Fund Revenues	Transfers	Year End Balance [1]
2003	$ 804,518	$ 585,855	$2,092,080
2004	$ 922,383	$ 648,200	$2,366,263
2005	$1,122,630	$ 705,956	$2,782,936
2006	$1,320,934	$ 798,121	$3,305,749
2007	$1,415,764	$ 909,874	$3,811,638

[1] HMTF year-end balance includes revenues, transfers, and other financial transactions

Source: Bureau of Public Debt, U.S. Treasury

The increase in the fund's surplus results from the significant growth in waterborne trade imports experienced at U.S. ports. No fiscal year 2008 or 2009 estimates were made available by the U.S. Treasury.

TRADE DEVELOPMENT

QUESTION: What trade development events does the SLSDC plan to undertake during the remainder of fiscal year 2008 and during fiscal year 2009?

RESPONSE: Trade development has been an important part of the SLSDC's mission since 1985 to promote the binational waterway to current and prospective commercial customers. Efforts in recent years have resulted in attracting niche project cargoes for the Great Lakes Seaway System, including wind turbine parts as well as equipment and infrastructure for the Alberta tar sands project in Canada.

During the second half of fiscal year 2008 and in fiscal year 2009, the SLSDC will continue to promote the Great Lakes St. Lawrence Seaway System through several initiatives.

As part of its "Highway H_2O" marketing initiative, the SLSDC and the Canadian SLSMC will host two sector-specific workshops in Toronto and Chicago during late fiscal year 2008 and early fiscal year 2009 to bring together representatives from the Great Lakes Seaway System maritime industry and industry members representing third-party logistics providers (3PLs). The 3PL is responsible for identifying the mode of transportation that will be used to move the cargo throughout its movement from origin to destination. The workshops will allow attendees to discuss how the Seaway's marine industry can better serve the region's U.S. and Canadian 3PLs in moving cargoes by maritime conveyance.

In addition to its "Highway H_2O" efforts, the SLSDC, in coordination with the Canadian Seaway Corporation will host a binational Seaway Trade Mission to Italy and Turkey in October 2008. The Seaway delegation will represent a cross section of the maritime industry including port and terminal operators, ship owners and operators, shipping agents, and labor officials. Italy has historically been one of the Seaway System's top five trading countries, and trade with Turkey has grown significantly in recent years.

Italy has been a key origin for project cargoes moving through the Seaway in recent years, supporting the tremendous infrastructure growth related to the Canadian Alberta tar sands project. In addition, Italy is one of the Seaway's largest grain consumers. Trade with Turkey via the St. Lawrence Seaway in recent years has produced movements of steel, scrap metals, grain, and coal. The October 2008 mission will provide the Great Lakes Seaway System delegation with an opportunity to promote a new export cargo – Distillers Dried Grain (DDG), a by-product of ethanol. Turkey is already an importer of this type of specialized grain and several Great Lakes ports are looking to export DDG for the first time ever in 2008.

The mission to Italy and Turkey will also include meetings with local ship owners, operators, and builders in Turkey. Many of the ships that enter the Seaway System are owned and operated by Turkish companies. The visit will provide an opportunity to meet with those owners and operators who currently trade in the System and ensure that they are satisfied with their operations, and to educate those owners who currently do not use the Seaway about the waterway's opportunities.

In order to generate additional business with customers in Italy and Turkey, it is vital that the Seaway System delegation meet with high-level trade, maritime, and business officials in both countries. The proposed agenda includes meetings with senior government officials and key industry contacts in both countries. These meetings will allow the delegation to reach out to potential customers with the message that our system is a viable, safe, secure, reliable, and cost effective transportation route for vessel operators moving cargoes to and from Great Lakes Seaway ports.

Finally, the SLSDC has been active in promoting waterborne transportation as an alternative to road and rail congestion in the Midwest and along the East Coast. The SLSDC recently participated in the American Wind and Energy Association Annual Conference and the American Association of State Highways Transportation Officials Conference on Water Transportation. The Corporation will also meet with state transportation officials in the Great Lakes to discuss the Melford International Terminal project currently under development in Nova Scotia. This facility, scheduled to open in 2011, will serve as a major container terminal, rail intermodal facility, and logistics park along the Strait of Canso. It is expected to serve as a transfer point for container traffic from Asia and the Indian subcontinent that is shipped to Eastern North America via the Suez Canal. The project presents significant opportunities for many Great Lakes ports to accommodate some of this new container traffic via the Seaway System.

SEAWAY TRAFFIC

QUESTION: In table format, please provide Seaway traffic levels over the past five years and indicate the difference between the sections.

RESPONSE:

St. Lawrence Seaway Tonnage and Transit Levels
(tonnage in metric tons)

	Montreal-Lake Ontario Section		Welland Canal Section		Total Seaway[1]	
	Tonnage	Transits	Tonnage	Transits	Tonnage	Transits
2003	28,900,440	2,579	31,870,466	3,027	40,847,809	3,886
2004	30,800,380	2,683	34,284,816	3,185	43,481,570	4,090
2005	31,273,322	2,695	34,149,554	3,443	43,301,146	4,361
2006	35,571,985	2,942	37,419,664	3,673	47,164,160	4,613
2007	31,955,290	2,878	34,935,425	3,671	43,010,191	4,450

[1] The "Total Seaway" column represents tonnage and transits through each section (Montreal-Lake Ontario and Welland Canal), but only counting them once if moved through both sections.

The Montreal-Lake Ontario section of the St. Lawrence Seaway comprises those locks and waters between Montreal, Quebec, and the Western portion of Lake Ontario. This section includes seven Seaway locks – two owned and operated by the U.S. SLSDC and five owned by the Canadian government and operated by the Canadian SLSMC. The Welland Canal section of the Seaway encompasses eight locks owned by the Canadian government and operated by the Canadian SLSMC that bypass Niagara Falls between Lake Ontario and Lake Erie. Commercial transits and tonnage that move through any Seaway lock in either section are counted for statistical purposes for that particular section. The "total Seaway" category for statistics represents tonnage and transits that move through both sections and are counted only once.

QUESTION: What is the reason for the increase/decrease realized in 2007?

RESPONSE: After recording its highest cargo tonnage level since 1999 in 2006, St. Lawrence Seaway cargo movements fell by 10 percent to an estimated 42.7 million metric tons in 2007. The reduction was principally due to several market and economic conditions, including higher-than-expected ocean freight rates due to the growth in China's economy resulting in a reduction of available ocean vessels in the System and the declining value of the U.S. dollar, which contributed to a weakened North American steel import market. The reduction in steel imports into the Seaway System also negatively impacted the Seaway's grain export trade.

Although overall tonnage was down in 2007, the St. Lawrence Seaway did experience significant gains in several new commodities, specifically project and specialty cargoes. For example, shipments of wind turbine components in 2007 were ahead of 2006 levels by more than 30 percent.

With the waterway's opening on March 21 and the passage of the *M/V Birchglen* on December 28, the Montreal-Lake Ontario section of the Seaway recorded its second consecutive 283-day season.

CAPACITY

QUESTION: How does the SLSDC define maximum capacity for shipping on the St. Lawrence Seaway System?

RESPONSE: In developing several of its operational performance metrics, the SLSDC determined that it takes approximately one hour to assist a vessel through one of the U.S. Seaway locks. To that end, the SLSDC has historically measured "full capacity" based on 24 vessel transits per navigation day. In addition to measuring commercial vessel transits, the SLSDC also includes pleasure craft and non-commercial transits in the overall transit totals to reflect actual annual capacity.

QUESTION: What percentage of capacity is currently being used by commercial shippers on the St. Lawrence Seaway System?

RESPONSE: Based on the methodology described in the previous response, the SLSDC recorded a 50.8 percent capacity rate for the U.S. Seaway locks in 2007. This result was based on 2,401 commercial transits and
1,050 pleasure craft transits during the 6,792-hour navigation season, which equated to 12.2 lockages per navigation day.

QUESTION: Please describe any efforts the SLSDC made in 2007 to increase the usage of the St. Lawrence Seaway System by commercial shippers?

RESPONSE: In 2007, the two Seaway Corporations worked collectively to promote and market the binational waterway to increase usage by commercial users. In October 2007, the two agencies led a week-long Seaway Trade Mission to Brazil, one of the Seaway System's most important markets. A 20-person delegation participated in the mission that included meetings with Brazilian industry and government officials, the Brazil Steel Institute, Companhia Vale do Rio Doce (CVRD) (world's largest iron ore company and the largest mining company in the Americas), Bracelpa (Brazilian pulp and paper association), and Termag (fertilizer terminal).

The Seaway Trade Mission provided participants with opportunities to increase trade for their respective ports. For example, meetings held during the mission with commodity traders and cargo owners resulted in additional shipments of sugar and fertilizer by the end of the 2007 navigation season. In addition, the Port of Sept-Îles, Quebec, as a result of meetings during the mission, has been working with CVRD regarding future iron ore shipments. The SLSDC's Office of Trade Development will continue to track progress on this trade prospect, and other promising opportunities for new commodities, that are resulting from the mission to Brazil.

In addition to the mission, the SLSDC actively marketed the waterway through its binational "Highway H_2O" initiative. The joint marketing campaign to raise awareness about the benefits of the Seaway System to the public, elected officials, users and shippers will continue to be a key component of the two Corporations' marketing strategies.

In 2007, the SLSDC co-sponsored a two-day "Highway H_2O" conference to bring together current and prospective commercial users to focus on the System from a shipper's perspective, with speakers representing commodities that hold new market potential for the Seaway, including sessions for bulk cargo, project cargo, and containers.

QUESTION: Please describe any efforts the SLSDC plans to make in 2008 to increase the usage of the St. Lawrence Seaway System by commercial shippers.

RESPONSE: During the 2008 navigation season, the SLSDC's Office of Trade Development will work closely with the newly created "Highway H_2O" international trade offices in Shanghai, China, and London, England to increase cargo throughout the Great Lakes Seaway System. These offices are funded through the membership fees of the "Highway H_2O" port partners. Additionally, representatives from the Port of Toledo recognized the opportunity to expand its current trade with China and have opened trade offices in the cities of Beijing and Shanghai.

Additionally, the SLSDC has expanded its reach to meet and educate current and prospective customers by developing new relationships with trade and transportation associations and its members. The association outreach effort focuses on the maritime, manufacturing, energy, mining, agricultural, and logistics sectors.

To date, Administrator Johnson has briefed leadership at the American Association of Port Authorities, American Waterway Operators, the National Grain and Feed Association, National Corn Growers Association, Exporters Competitive Maritime Council, American Association of State Highways and Transportation Officials, and American Wind Energy Association. As a result of the association outreach initiative, SLSDC Administrator Johnson has been invited to speak about recent efforts to increase cargo tonnage of wind turbine components through the Great Lakes Seaway System at the American Wind Energy Association's Annual Conference in Houston, Texas, in June 2008.

In addition to its trade development initiatives to increase usage of the St. Lawrence Seaway, the SLSDC is also working to advance short sea shipping service in the Great Lakes as part of the Department of Transportation's effort to mitigate surface congestion.

DELAYS

QUESTION: Please provide a table listing the number of hours of delays from malfunctioning lock equipment for the past five years.

RESPONSE:

Delays to U.S. Seaway Availability
Due to Malfunctioning Lock Equipment

Year	Delay Hours Due to Malfunctioning Lock Equipment	Total Navigation Hours During Season
2003	0.0	6,552 *(273 days)*
2004	6.3	6,744 *(281 days)*
2005	2.7	6,720 *(280 days)*
2006	2.5	6,792 *(283 days)*
2007	5.0	6,792 *(283 days)*

SEAWAY STATISTICS

QUESTION: Please provide an updated table of information from last year's questions for the record, providing data from performance measures including the percentage of Seaway System navigation days open, rolling average of international tonnage and per-transit delay hours, cruise vessel itineraries and passengers and ratio of administrative overhead versus operating expenses.

RESPONSE:

SLSDC Selected Performance Results

(Results are reported by calendar year, except for administrative overhead)

Measures	2003	2004	2005	2006	2007
Percentage of Seaway availability	98.9%	99.0%	99.5%	99.1%	98.9%
Cruise vessel itineraries	49	64	57	57	56
Cruise vessel passengers	7,236	11,066	8,500	8,500	6,254
Ratio of administrative overhead versus operating expenses *(fiscal year)*	26%	25%	25%	25%	25%
	1999-03	2000-04	2001-05	2002-06	2003-07
Five-year rolling average of per-transit lock malfunction delays *(in hours)*	.001032	.001419	.001445	.001081	.001184
Five-year rolling average of international tonnage *(in millions of metric tons)*	9.0	8.2	7.6	7.8	8.1

Other noteworthy agency performance results include: (1) achieving the agency's 44th consecutive unqualified, or "clean", annual financial audit with no material weaknesses or reportable conditions *(met annual goal)*; and

(2) performing safety and environmental inspections on 100 percent of ocean vessels during their first inbound voyage into the St. Lawrence Seaway in Montreal, Quebec *(met annual goal)*.

BALLAST WATER

QUESTION: On January 16, 2008, the SLSDC issued a press release regarding new ballast water rules for ocean vessels trading on the Great Lakes. Please provide a copy of this press release for the record.

RESPONSE: (January 16, 2008) U.S. SEAWAY PROPOSES TOUGHER BALLAST WATER RULES FOR OCEAN VESSELS – Regulations proposed by the U.S. Saint Lawrence Seaway Development Corporation (SLSDC) would require all ocean-going ships entering the U.S. sector of the St. Lawrence Seaway beginning with the start of the 2008 navigation season to take new measures to prevent the introduction of invasive species, said SLSDC Administrator Collister Johnson, Jr.

"These new, tougher ballast water regulations will protect the Great Lakes St. Lawrence Seaway ecosystem and permit vital marine commerce to flourish," Administrator Johnson said.

The new proposal would require vessels to flush ballast tanks containing only small amounts of water or sediment with saltwater in an area 200 nautical miles from any North American shore before entering the Seaway. The proposal also would increase the number of ship inspections for ocean-going vessels performed in Montreal by inspectors from the U.S.-Canadian Seaway Corporations, the U.S. Coast Guard and Transport Canada. Additional inspections would be required for these 'salties' making secondary transits and the percentage of tanks subject to inspection would increase. And it requires all ships entering the Seaway to measure the salinity levels of their tanks to assure that there is a sufficiently high concentration of salt in the ballast water to kill invasive species.

Administrator Johnson noted that since 2006 Canada has required that similar vessels transiting the Seaway bound for Canadian ports conduct saltwater flushing. The proposed U.S. rules will ensure that vessels destined for American ports do the same.

A recently published study led by the National Oceanic and Atmospheric Administration and the University of Michigan documented that flushing saltwater into ballast tanks that contain residual amounts of water or sediment is "highly effective" in eradicating most exotic aquatic species potentially introduced into the Great Lakes via ballast water.

Under the proposed rules, ships that fail to saltwater flush may either return to the open ocean to conduct a ballast water exchange or must retain the ballast in their on-board tanks. Non-compliant ships could be fined up to $36,625 per incident by the SLSDC, Johnson added.

Since 1997, the SLSDC, the Canadian St. Lawrence Seaway Management Corporation (SLSMC), Transport Canada and U.S. Coast Guard (USCG) have conducted ballast water inspections in Montreal for vessels conducting their first transit of the shipping season.

Administrator Johnson noted that the proposed rules were developed in collaboration with the SLSMC, Transport Canada, and USCG, which is the lead U.S. organization charged with regulating the ballast water discharge in the U.S. He added that the proposed rule will be operational until the USCG finalizes a comprehensive regulatory program regarding ballast water. "We support these interim regulations proposed by the SLSDC pending the promulgation of national ballast water regulations and procedures by the U.S. Coast Guard," said Rear Admiral John E. Crowley, Jr., U.S. Ninth Coast Guard District Commander. The public will have until January 30 to comment on the notice of proposed rulemaking. A final rule will be published in late March, prior to the start of the 2008 season.

QUESTION: What is the status of this rule? When will it be finalized?

RESPONSE: The SLSDC published a "Notice of Proposed Rulemaking" in the *Federal Register* on December 31, 2007, proposing, in coordination with the Canadian Seaway Corporation, the harmonization of the requirements for saltwater flushing of ballast water tanks containing residual amounts of ballast water and/or sediment with the requirements already in place for vessels transiting Canadian waters of the Seaway System. The published notice included a 30-day comment period.

The public comment period closed on January 30, 2008. Comments were received from: U.S. Representative Vernon J. Ehlers (MI); Minnesota Pollution Control Agency; Great Lakes Commission; Wisconsin Department of Natural Resources; Shipping Federation of Canada; McCabe Chapter of Indian Lake Watershed Association; National Environmental Coalition on Invasive Species; Great Lakes United/Save The River/Alliance for the Great Lakes; Natural Resources Defense Council; Ontario Ministry of Natural Resources; National Oceanic and Atmospheric Administration; and three private citizens. All commenters supported the proposed regulations; however, most stated that while the regulation is an important step in the right direction, more needs to be done to reduce invasions of aquatic nuisance species.

The final rule was published in the *Federal Register* on February 25, 2008, making the rule enforceable on March 26, 2008.

ASSET RENEWAL PROGRAM: OVERALL COST

QUESTION: What is the total projected cost of the SLSDC's 10-year Asset Renewal Program (ARP)?

RESPONSE: The Seaway's ARP is currently estimated at $165 million over the 10-year period.

QUESTION: Does this cost include inflationary increases? If not, why?

RESPONSE: The ARP estimates included in the SLSDC's fiscal year 2009 request do not include inflationary increases. The figures do, however, reflect the best estimates available at the time of the request. In addition, cost estimates for ARP projects beyond fiscal year 2009 are "project feasibility/conceptual" estimates and have an industry-recognized variation of 20-30 percent. Funding for each year of the ARP is constrained to funding targets for those years as estimated and approved by the Office of Management and Budget (OMB).

QUESTION: If this cost does not include inflationary increases, please provide a revised 10-year cost estimate for the ARP including inflation.

RESPONSE: The SLSDC's ARP estimates were the best available at the time of the plan's development and an industry-recognized variation of 20-30 percent was highlighted in the request. The SLSDC will work with the Department and OMB to include the impact of inflationary estimates on the ARP's projected out-year funding levels in subsequent budget requests.

ASSET RENEWAL PROGRAM:
SCHEDULE

QUESTION: Please describe how the schedule for the ARP was created?

RESPONSE: The 10-year ARP schedule was developed by the SLSDC's engineering, maintenance, and planning teams to ensure maximum efficiency while also addressing the waterway's most important projects first. SLSDC officials carefully considered not only the prioritization of projects, but also the amount of work that could be completed in any given year, the need to complete pre-requisite or design work first, and the balance between winter and non-winter work schedules. The SLSDC is confident that work proposed to be completed within the schedule is manageable and will adequately address priority needs.

QUESTION: In table format, please rank the projects of the ARP in order of immediate prevention of lock system failure.

RESPONSE:

SLSDC Asset Renewal Program (ARP)

Project Number	ARP Project Title	Project Ranking
2.	Both Locks - Rehabilitate Downstream Miter Gates	A
4.	Both Locks - Culvert Valve Machinery - Upgrade to Hydraulic Operation	A
7.	Both Locks - Culvert Valves - Replace with Single Skin Valves	A
10.	Both Locks - Upgrade Power Supply Infrastructure from Moses-Saunders Dam to Both Locks and Adjacent Facilities	A
15.	Eisenhower Lock - Highway Tunnel - Rehabilitate	A
18.	Eisenhower Lock - Vertical Lift Gate - Replace Wire Ropes	A
19.	Corporation Facilities - Upgrade Electrical Distribution Equipment	A
20.	Both Locks - Upgrade Lock Status/Controls	A
21.	Both Locks - Compressed Air Systems - Upgrade/Replace	A
28.	Snell Lock – Walls, Sills and Culverts - Rehabilitate Concrete	A
29.	Eisenhower Lock - Walls, Sills and Culverts - Rehabilitate Concrete	A
31.	Both Locks - Rehabilitate Upstream Miter Gates	A
36.	Eisenhower Lock - Diffusers - Replace	A

38.	Both Locks - Upgrade/Replace Emergency Generators	A
42.	Both Locks – Miter Gates - Structural Rehabilitation	A
43.	Both Locks – Miter Gate Machinery - Upgrade/Replace	A
44.	Both Locks - Ship Arrestor Machinery - Upgrade/Replace	A
47.	Eisenhower Lock - Vertical Lift Gate - Structural Rehabilitation	A
50.	Snell Lock - Diffusers - Replace	A
30.	Eisenhower Lock - Ice Flushing System - Upgrade	A/B
34.	Both Locks - Improve Ice Control	A/B
41.	Snell Lock – Install Ice Flushing System Technologies	A/B
1.	Snell Lock - Replace Fendering Downstream Guidewall Extension	B
3.	Both Locks - Rehabilitate Mooring Buttons, Pins, and Concrete along Guidewalls and Guardwalls	B
8.	Floating Navigational Aids - Replace	B
11.	Fixed Navigational Aids - Rehabilitate	B
12.	Corporation Equipment - Upgrade/Replace Floating Plant	B
16.	Seaway System - Upgrade GPS/AIS/TMS Technologies	B
17.	Navigation Channels - Dredge U.S. Sectors to Maintain Design Grade and Dispose of Sediments	B
22.	Both Locks - Install Vessel Self Spotting Equipment	B
23.	Both Locks - Install Vessel Vacuum Mooring Systems	B
35.	Vessel Mooring Cells - Rehabilitate and Extend	B
40.	Both Locks - Extend Guidewalls in Pool	B
45.	Flow Control Dikes - Rehabilitate	B
46.	Both Locks - Guidewall Extensions - Rehabilitate	B
5.	Both Locks - Rehabilitate and Insulate Winter Maintenance Lock Covers	C
6.	Seaway International Bridge - Perform Structural Rehabilitation and Corrosion Prevention	C
9.	Corporation Equipment - Replace Heavy and Light Equipment, Maintenance Vehicles and Shop Equipment	C
13.	Corporation Facilities - Replace Roofs	C
14.	Corporation Facilities - Replace Paving and Drainage Infrastructure	C
24.	Both Locks - Structural Repair - Grout Leaks in Galleries and Recesses	C
25.	Corporation Facilities - Upgrade/Replace Fire Alarm/Protection Systems	C
26.	Corporation Facilities - Upgrade Storage for Lock Spare Parts	C
27.	Corporation Facilities - Replace Windows and Doors and Repair Building Facades	C
32.	Snug Harbor - Rehabilitate Spare Gate Storage and Assembly Area	C

33.	Both Locks - Upgrade Drainage Infrastructure in Galleries and Recesses	C
37.	Eisenhower Lock - Construct Drydock for Vessel Maintenance	C
39.	Both Locks - Dewatering Pumps - Upgrade Outdated Equipment	C
48.	Both Locks - Stiffleg Derricks - Replace	C
49.	Seaway International Bridge - Replace Deck	C

Project Rankings:
A – would effect lock operability
B – would effect safe and/or efficient navigation in the Seaway
C – no direct effect on lock operability or safe and/or efficient navigation in the Seaway, but significant indirect effects on one or both

ASSET RENEWAL PROGRAM: PROJECT DESIGN LIFE

QUESTION: As stated in the SLSDC's Fiscal Year 2009 budget request, "A perpetual infrastructure asset, such as a lock, bridge, or tunnel, needs a capital investment equivalent to its original cost over its projected design life…to sustain itself." For all 50 proposed projects, please list the new projected design life for each project upon completion of the project.

RESPONSE:

SLSDC Asset Renewal Program (ARP)

Project Number	ARP Project Title	Projected Design Life (Years) [1]
1.	Snell Lock - Replace Fendering Downstream Guidewall Extension	20
2.	Both Locks - Rehabilitate Downstream Miter Gates	25
3.	Both Locks - Rehabilitate Mooring Buttons, Pins, and Concrete along Guidewalls and Guardwalls	35
4.	Both Locks - Culvert Valve Machinery - Upgrade to Hydraulic Operation	30
5.	Both Locks - Rehabilitate and Insulate Winter Maintenance Lock Covers	20
6.	Seaway International Bridge - Perform Structural Rehabilitation and Corrosion Prevention	25
7.	Both Locks - Culvert Valves - Replace with Single Skin Valves	50
8.	Floating Navigational Aids - Replace	50

9.	Corporation Equipment - Replace Heavy and Light Equipment, Maintenance Vehicles and Shop Equipment	10-25
10.	Both Locks - Upgrade Power Supply Infrastructure from Moses-Saunders Dam to Both Locks and Adjacent Facilities	30
11.	Fixed Navigational Aids - Rehabilitate	30
12.	Corporation Equipment - Upgrade/Replace Floating Plant	15-25
13.	Corporation Facilities - Replace Roofs	20
14.	Corporation Facilities - Replace Paving and Drainage Infrastructure	25
15.	Eisenhower Lock - Highway Tunnel - Rehabilitate	30
16.	Seaway System - Upgrade GPS/AIS/TMS Technologies	10-15
17.	Navigation Channels - Dredge U.S. Sectors to Maintain Design Grade and Dispose of Sediments	10-25
18.	Eisenhower Lock - Vertical Lift Gate - Replace Wire Ropes	25
19.	Corporation Facilities - Upgrade Electrical Distribution Equipment	30
20.	Both Locks - Upgrade Lock Status/Controls	10
21.	Both Locks - Compressed Air Systems - Upgrade/Replace	30
22.	Both Locks - Install Vessel Self Spotting Equipment	20
23.	Both Locks - Install Vessel Vacuum Mooring Systems	20
24.	Both Locks - Structural Repair - Grout Leaks in Galleries and Recesses	20
25.	Corporation Facilities - Upgrade/Replace Fire Alarm/Protection Systems	20
26.	Corporation Facilities - Upgrade Storage for Lock Spare Parts	25
27.	Corporation Facilities - Replace Windows and Doors and Repair Building Facades	25
28.	Snell Lock - Walls, Sills and Culverts - Rehabilitate Concrete	30
29.	Eisenhower Lock - Walls, Sills and Culverts - Rehabilitate Concrete	30
30.	Eisenhower Lock - Ice Flushing System - Upgrade	20
31.	Both Locks - Rehabilitate Upstream Miter Gates	25
32.	Snug Harbor - Rehabilitate Spare Gate Storage and Assembly Area	25
33.	Both Locks - Upgrade Drainage Infrastructure in Galleries and Recesses	20
34.	Both Locks - Improve Ice Control	20-30
35.	Vessel Mooring Cells - Rehabilitate and Extend	30
36.	Eisenhower Lock - Diffusers - Replace	50
37.	Eisenhower Lock - Construct Drydock for Vessel Maintenance	50
38.	Both Locks - Upgrade/Replace Emergency Generators	30
39.	Both Locks - Dewatering Pumps - Upgrade Outdated Equipment	40
40.	Both Locks - Extend Guidewalls in Pool	50
41.	Snell Lock - Install Ice Flushing System Technologies	30

42.	Both Locks - Miter Gates - Structural Rehabilitation	25
43.	Both Locks - Miter Gate Machinery - Upgrade/Replace	30
44.	Both Locks - Ship Arrestor Machinery - Upgrade/Replace	30
45.	Flow Control Dikes - Rehabilitate	25
46.	Both Locks - Guidewall Extensions - Rehabilitate	30
47.	Eisenhower Lock - Vertical Lift Gate - Structural Rehabilitation	25
48.	Both Locks - Stiffleg Derricks - Replace	50
49.	Seaway International Bridge - Replace Deck	50
50.	Snell Lock - Diffusers - Replace	50

[1] "Projected Design Life" represents the estimated time before a major upgrade or replacement will be required assuming normal maintenance is performed.

ASSET RENEWAL PROGRAM: COST ESTIMATES

QUESTION: How reliable are the cost estimates for the ARP? Please describe the method for estimating these costs.

RESPONSE: The SLSDC believes that the estimates included for ARP projects in the budget request are reliable, most especially in the initial years of the plan. The estimates were based on costs for similar projects completed by the SLSDC, SLSMC, and the U.S. Army Corps of Engineers, where available, and on unit costs from industry-recognized sources, including RS Means Construction Estimating Cost Data. Cost estimates were based on concepts prior to any design work, which is why they can vary by 20-30 percent.

QUESTION: What measures has the SLSDC put in place to monitor the cost and schedule for each of the projects in the ARP?

RESPONSE: The SLSDC has formed an internal working group made up of representatives from various divisions within the Corporation to develop and monitor the ARP, including cost and schedule. Initial meetings of this working group in early 2008 included discussions about staffing and consultant needs, project management, and permitting requirements.

Additionally, the SLSDC is developing a tracking schedule for all of the ARP projects that will be utilized by Corporation officials to monitor the progress of the projects from design to completion. Each project will be assigned a unique Work Authorization number to track all costs associated with each project. This system has been utilized for many years to track the costs for all SLSDC projects.

ASSET RENEWAL PROGRAM: STAFFING

QUESTION: Please describe any staffing changes that have been made to assist in implementation of the Asset Renewal Program.

RESPONSE: At this time, the SLSDC plans to hire one mechanical engineer to assist with preparing project specifications and drawings, one additional contract specialist to assist with contracting and procurement of necessary materials and temporary personnel to help with the monitoring and inspection of the construction aspects of the projects.

ASSET RENEWAL PROGRAM: ST. LAWRENCE SEAWAY MANAGEMENT CORPORATION

QUESTION: What, if any, recent investments have been made by the SLSDC's Canadian counterpart, the St. Lawrence Seaway Management Corporation (SLSMC), in the Seaway System.

RESPONSE: Over the past decade, the Canadian government has started to address the asset renewal needs of its 13 Seaway locks, eight of which are 75 years old (located at the Welland Canal). With its proposed ARP, the SLSDC is now following this example. Today, Canadian Seaway commercial tolls are used almost exclusively for the agency's general operations and maintenance expenses, while the Canadian government has been providing general Canadian Treasury funds to the SLSMC for its capital improvement projects.

Over the past few years, the Canadian government has taken an even more aggressive approach to "reinvesting" in the Canadian Seaway assets by more than doubling SLSMC capital and maintenance funding. Increasing Canadian asset renewal funding by one-third is expected over the next three years. With such an increase, the level of annual capital funding for Canadian Seaway asset renewal projects will equal the amount of the SLSMC's annual general operating expenses.

QUESTION: Please describe any investments the SLSMC has communicated they will be making to implement the recommendations made in the Great Lakes St. Lawrence Seaway Study.

RESPONSE: Future SLSMC capital investments will address many of the findings from the *Great Lakes St. Lawrence Seaway Study*, including components associated with moving lift bridges at the Welland Canal and the long-term concrete degradation caused by Alkaline-Aggregate Reaction (AAR) at the Canadian locks near Montreal. Both of these issues are not applicable to the SLSDC's operations or lock conditions.

QUESTION: Please describe any other long-term capital investment plans the SLSMC has identified.

RESPONSE: The SLSMC's long-term capital plan addresses many of the same type of infrastructure and operational improvements targeted in the SLSDC's ARP. SLSMC capital investments also address improvements to several of the bridges it is responsible for operating and maintaining.

ASSET RENEWAL PROGRAM: SEAWAY INTERNATIONAL BRIDGE

QUESTION: Please describe the SLSDC's stake in the Seaway International Bridge Corporation (SIBC).

RESPONSE: Under a series of agreements signed between 1955 and 1962, the U.S. Government, through the SLSDC, agreed with its Canadian counterpart, formally known as the St. Lawrence Seaway Authority (SLSA) to build a deep-draft waterway from Montreal to Lake Ontario, as well as construct the Seaway International Bridge over the St. Lawrence River between Cornwall, Ontario, and Rooseveltown, N.Y., and participate in the management and operation of the entity created to oversee the bridge.

The bridge was opened to vehicular traffic in 1962 and actually consists of two bridges, or "spans", over the St. Lawrence River: (1) the north span consists of a truss bridge that connects the city of Cornwall to Cornwall Island over the old navigation channel of the St. Lawrence River; and (2) the south span consists of a suspension bridge that connects Cornwall Island to the U.S. mainland over the navigation channel of the St. Lawrence River. The North Channel Span and the South Channel Span are connected via a roadway that traverses the Akwesasne Territory of the Mohawk Nation on Cornwall Island.

Under the 1957 Agreement, the SLSA agreed to construct the north span while the SLSA and SLSDC agreed to construct the south span together. The SLSDC is a co-owner of the south span at 68 percent ownership, along with the Canadian Federal Bridge Corporation (CFBC) (remaining 32 percent), and is represented on the bridge's Board of Directors.

In 1998, the CFBC assumed the SLSA's responsibilities associated with overseeing non-navigational assets, specifically, high-level bridges spanning the navigation channels of the St. Lawrence Seaway and the Great Lakes. A subsidiary of the CFBC, the Seaway International Bridge Corporation (SIBC), manages the Seaway International Bridge. The SIBC has been considered a financially self-sufficient entity, organized to be financially separate from its Canadian and U.S. overseers.

QUESTION: Will the Seaway International Bridge Corporation be the recipient of the proposed funding for the rehabilitation of the Seaway International Bridge? If so, how does the SLSDC plan to provide oversight on the usage of these funds?

RESPONSE: The SIBC will act on behalf of the two owners – CFBC and SLSDC – for the rehabilitation work proposed in the ARP. SIBC will hire a project manager to oversee the project, develop and bid specifications, provide quality assurance of the work, and approve payments to vendors. The SLSDC engineering and planning teams will work closely with the SIBC and the project manager throughout the project to ensure that timetables and milestones are met and completed work is satisfactory.

The SLSDC and CFBC will receive a monthly report of progress with a request for payment. Once approved, the owners will only then release funds to the SIBC for payment to the contractor.

QUESTION: As stated in the SLSDC Fiscal Year 2009 Budget Request, the SLSDC owns 68 percent of the south span of the Seaway International Bridge maintained and operated by the SIBC, while the Canadian Federal Bridge Corporation (CFBC) owns the remaining 32 percent. Please provide a breakdown of the proposed investment to the Seaway International Bridge by the SLSDC and the CFBC.

RESPONSE: The breakdown of the proposed investment for work at the Seaway International Bridge is based on ownership percentage. In all cases, the SLSDC's portion of work to be completed at the south span is 68 percent, with the CFBC funding the remaining 32 percent.

In the case of the structural rehabilitation and corrosion prevention project scheduled for fiscal years 2009-2011, the total estimated cost is $15.5 million, of which the SLSDC is responsible for $10.6 million, or 68 percent.

WRITTEN STATEMENT SUBMITTED TO CHAIRMAN OLVER
BY PAUL BRUBAKER, ADMINISTRATOR
RESEARCH AND INNOVATIVE TECHNOLOGY ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION (DOT)

The Research and Innovative Technology Administration (RITA) was created under the Norman Y. Mineta Research and Special Programs Improvement Act (Public Law 108-426). RITA works to coordinate and manage the Department's research portfolio to more effectively and efficiently implement cross-cutting innovative technologies. RITA resources are used to coordinate and advance transportation research efforts within DOT, including research on intelligent transportation systems (ITS) and alternative fuels; support transportation professionals in their research efforts through grants as well as professional development through education and training; and inform transportation decision-makers on intermodal and multi-modal transportation topics through the release of statistics and analysis, research reports, and a variety of information products via the internet, publications, and professional venues.

In Fiscal Year (FY) 2009, RITA will continue to focus the Department's research, development and technology (RD&T) agenda toward improving system performance across America's transportation network to enhance safety and reduce congestion. In addition to advancing innovation in areas such as ITS, GPS-related technologies, alternative fuels, remote sensing and climate change research, RITA is working to implement a better mechanism to coordinate the Department's RD&T investments called the Research Planning Investment and Control (RPIC) process. RPIC is a collaborative, systematic process for selecting, implementing, evaluating, and re-selecting RD&T projects in a coordinated, multi-modal environment that ensures greater efficiency, better collaboration across the modes, and closer alignment with DOT priorities.

The President's budget request of $12 million from General Fund appropriations will allow RITA to improve research collaboration across the Department's modal administrations and focus the Department's RD&T planning and investment process to improve the efficiency and effectiveness of Departmental research, identify and eliminate redundancies, and advance innovative technologies that have intermodal and multi-modal applications.

The $12 million budget request will provide RITA with the resources to advance RD&T in areas such as hydrogen fuels and positioning, navigation and timing (PNT) systems, including Nationwide Differential GPS. It will also provide RITA with the resources necessary to manage and oversee multimodal programs, such as the ITS research program, remote sensing, climate change research, cooperative freight research, university-based research and education programs, biobased transportation research, numerous research and technology grants, as well as the activities of the Bureau of Transportation Statistics (BTS), Volpe National Transportation Systems Center, and Transportation Safety Institute.

The President is requesting $27 million from the Highway Trust Fund to support the data and analysis work of RITA's Bureau of Transportation Statistics, which provides critical travel, freight and economic statistics. Other BTS activities include work in geospatial data and the information dissemination services of the National Transportation Library. These data and analysis activities are needed to set priorities and make informed decisions regarding our transportation system.

The budget also anticipates more than $400 million in transportation-related research, education and technology development that will be carried out through the Volpe National Transportation Systems Center, Transportation Safety Institute, 60 University Transportation Centers, and the ITS Joint Program Office.

The FY 2009 budget will enable RITA to continue driving transformational research and technology innovations that will dramatically improve safety and the overall performance of the nation's transportation system, while solidifying its role as a catalyst for changing the way RD&T is prioritized and conducted across the Department.

QUESTIONS FOR THE RECORD SUBMITTED BY CHAIRMAN OLVER TO THE U.S. DEPARTMENT OF TRANSPORTATION RESEARCH AND INNOVATIVE TECHNOLOGY ADMINISTRATION

RESEARCH PLANNING, INVESTMENT AND CONTROL PROCESS (RPIC)

QUESTION: What progress has been made to fulfill RITA's mandate to coordinate, facilitate and review the Department's research portfolio?

ANSWER: RITA is in the process of creating a new mechanism for coordinating the U.S. Department of Transportation's (DOT) RD&T investments called the Research Planning, Investment and Control (RPIC) process. RPIC is a collaborative, systematic process for selecting, implementing, evaluating, and re-selecting RD&T projects in a coordinated, multi-modal environment that ensures greater efficiency, better collaboration across the modes, and closer alignment with Departmental priorities. An adaptation of the Capital Planning and Investment Control processes developed in response to the Clinger-Cohen Act, the RPIC process incorporates RD&T program and budget inputs from across DOT and feeds into the Department's annual budget cycle.

RPIC's benefits include increased collaboration between operating administrations and the ability to achieve the Department's RD&T strategic objectives; clearer alignment between RD&T initiatives and strategic objectives; a forum for measuring and tracking performance and net benefits for dollars invested; a framework for assessing tradeoffs between potential research benefits, costs and risks; and a protocol for setting RD&T priorities and making appropriate RD&T resource shifts based on priorities at an enterprise level.

Completing development of a searchable RPIC database will also improve the transparency of U.S. DOT's research portfolio and budget. RITA has set up a prototype online database to track DOT's RD&T spending, with the goal to achieve greater budget transparency and bring into one database all of the RD&T data that is currently scattered among many agencies and largely inaccessible. The RPIC database will provide RITA with a critical tool for achieving its mission to coordinate, facilitate and review DOT's more than $1 billion research investment, and will allow policy makers, researchers and others to search for RD&T information by research topic, funding level, grant description, contractor, state, congressional district and more.

RITA is working through the Department's multi-modal RD&T Planning Council and Planning Team to implement the RPIC process and advance the RD&T strategic plan to ensure a maximum return on investment across the Department's research and technology programs. To accomplish this mission, RITA is working to align its efforts and resources, including those of the RD&T Planning Team and RITA's Volpe Center, to focus on 9 intermodal, multi-modal Communities of Interest (COIs). These 9 COIs are focused on the following topic areas: Multimodal Transportation Systems Research, Safety Systems Management, Environmental Stewardship and Energy Independence, Logistics and Transportation, Physical Infrastructure, Navigation, Communication and Surveillance Infrastructure, Human Factor Research and Applications, Intelligent Transportation Systems, and Materials.

VEHICLE INFRASTRUCTURE AND INTEGRATION (VII)

QUESTION: What is RITA doing to advance the deployment of Vehicle Infrastructure Integration (VII) and other ITS technologies?

ANSWER: The Department's Intelligent Transportation Systems (ITS) research program focuses on intelligent vehicles, intelligent infrastructure and the creation of an intelligent transportation system through integration with and between these two components. The ITS Joint Program Office, which is managed by RITA, supports the overall advancement of ITS through investments in major initiatives, exploratory studies and a deployment support program. Increasingly, these investments are directed at targets of opportunity – major initiatives – that have the potential for significant payoff in improving safety, mobility and productivity.

RITA recently launched a major partnership initiative with private industry, researchers, and state and local governments to conduct operational field tests of deployment-ready technologies aimed at reducing congestion and improving the safety and performance of the nation's transportation system. The initiative, known as *SafeTrip-21*, is a first-phase demonstration of work done by the U.S. DOT in support of Vehicle Infrastructure Integration (VII). The initiative will build upon research into the use of electronic information, navigation, and communications technologies to prevent accidents and reduce congestion by providing drivers with real-time safety warnings, traffic and transit information, and advanced navigational tools. The selected test sites and technology applications will be evaluated in a year-long field test that will begin following an initial exhibition of capabilities during the November 2008 ITS World Congress in New York City.

On April 4, RITA issued a Request for Information to private industry, state and local governments, and others seeking input on potential business models for the financing and operation of a nationwide communications network between vehicles and the roadway infrastructure. The input and ideas will be used to identify candidate models for the deployment of VII, which will enable the advancement of crash avoidance technologies in vehicles, real-time traffic information to reduce congestion and improve navigational systems, and other technologies that will improve the safety and efficiency of travel.

As part of the Department's Congestion Initiative, RITA is working with several Urban Partnership cities to test and evaluate the effectiveness of utilizing ITS technologies to reduce traffic congestion in our nation's major metropolitan areas. ITS technologies can be used to implement solutions such as variably-priced tolling, smart parking and transit systems, real-time traffic information and navigational tools, and other congestion-reducing applications.

RITA is also making funding available for partnerships with rural communities to test and expedite the deployment of ITS technologies that will reduce accidents on rural roadways. The Department will be selecting rural partner communities with significant and quantifiable safety hazards that have identified high-impact, leading-edge ITS solutions in areas such as intersection and vehicle-based collision avoidance systems, lane departure warnings, variable speed limits, roadway condition indicators, dynamic curve warnings, emergency communications systems, and real-time traffic and weather information and navigation systems. RITA will work with partner communities to test the new technologies, and results will be evaluated and best practices published for other communities that are facing similar challenges.

NATIONWIDE DIFFERENTIAL GLOBAL POSITIONING SYSTEM (NDGPS)

QUESTION: Has the Department made a decision on whether to continue operation of the inland component of Nationwide Differential GPS (NDGPS)?

ANSWER: The U.S. DOT has completed its assessment of the inland portion of NDGPS, and based on the results has decided to continue inland NDGPS operations. Discussions are ongoing regarding the future funding mechanism for inland NDGPS, and will be addressed in future budget submissions. RITA followed the plan announced in the *Federal Register* notice on NDGPS (72 FR 42219), assessing the current user needs and systems requirements for the inland component of NDGPS. The notice listed 10 factors for consideration. Information was gathered on these 10 factors through public responses to the notice (including responses from state and local governments, the private sector, and the non-profit sector), and through quantification of the mission requirements of other Federal agencies using inland NDGPS. This information formed the backbone for the assessment, which informed the DOT decision.

AIRLINE DATA IMPROVEMENTS

QUESTION: What has the Bureau of Transportation Statistics (BTS) done to improve the relevance and quality of the data reported by the airlines?

ANSWER: BTS has undertaken a project to modernize the collection, processing, and dissemination system for data that commercial airlines are required to report to the Department of Transportation. RITA's Volpe Center teamed with BTS to conduct a comprehensive assessment of the current system and develop a re-engineering plan to better automate the means by which the airlines submit reports, the error checking and quality assurance procedures, and the processes for preparing and distributing releases of the data. In addition, the business processes and management controls for the airline data collection will be streamlined, a new set of quality and performance metrics will be implemented, and a steering committee consisting of key data users will be established to ensure the data and products produced by BTS meet the needs of air transportation decision-makers.

RITA also has taken steps to ensure that the data collected are relevant to current issues. In response to the lengthy tarmac delays (time spent on the ground after a plane leaves the gate but before taking off, or after landing but before arriving at the gate) that occurred in late 2006 and early 2007, RITA initiated a proposed rulemaking to collect additional information on cancelled and diverted flights. RITA held a public hearing on the proposed rule, collected comments from the airlines, air travel organizations and the general public, and will publish a final rule this year that provides data to provide a more complete picture of the occurrence of tarmac delay.

TRANSPORTATION INFORMATION FOR DECISION-MAKERS

QUESTION: What has the Bureau of Transportation Statistics (BTS) done to meet its statutory requirement to provide data, statistics and analysis to transportation decision-makers? .

ANSWER: In 2007, BTS launched a new Special Report series, aimed to provide highly relevant data and analysis in succinct format on transportation issues of concern. Many of these Special Reports build on data issued monthly or quarterly by BTS, such as airline data, international freight and trade data, and indexes of transportation activity. A companion Technical Report series provides more detailed treatment on methods for improving data and measurement in these and other data series.

BTS Special Reports have provided objective background information on matters of front page concern:

- Shortly after the I 35 W Bridge collapsed in Minneapolis last summer, BTS produced a Special Report that provided basic information useful to the press, decision-makers, and the public on the number, condition, age, and traffic intensity on highway bridges in the United States. BTS worked with the Federal Highway Administration to assemble the best data to use. BTS also posted 2007 bridge data on its web site and issued maps of bridge condition for every state in cooperation with FHWA.

- Following several highly publicized multi-hour delays of planes on tarmacs in 2007, BTS posted monthly updates of tarmac delay data on its web site, and is now in the process of issuing a Special Report providing more in depth treatment of tarmac delays from 1995 through 2007.

BTS Special Reports are a useful way to highlight transportation aspects of freight or economic trends:

- U.S.-International trade is a fast growing component of transportation demand, affecting infrastructure needs at ports, highways, and airports throughout the country. Relying on BTS data going back to 1995, a Special Report on U.S.-NAFTA trade examined transportation of trade between the United States and Canada and Mexico, accounting for one third of U.S. trade. A forthcoming Special Report will provide analysis of the significant growth of U.S.-China trade over the last two decades, and some of its geographic implications for U.S. port infrastructure, both sea and air.

- There has long been speculation that freight transportation is a leading indicator of the direction of the U.S. economy, but evidence was limited. BTS developed its Transportation Services Index, including freight, passenger, components, as a kind of barometer to measure monthly change in transportation activity. A Technical Report showing the relation of the freight index to the movement up and down in the economy was published in December 2007.

In the coming months, several other BTS Special and Technical Reports will be issued, covering such matters as congestion trends, productivity of transportation industries, and ways to look at underlying trends in transportation data by accounting for seasonal fluctuations.

STATEMENT OF
THE FEDERAL MARITIME COMMISSION
PRESENTED BY
THE HONORABLE A. PAUL ANDERSON
COMMISSIONER, FEDERAL MARITIME COMMISSION
800 NORTH CAPITOL ST., N.W.
WASHINGTON, D.C. 20573
(202) 523-5721
(202) 523-0298 (Fax)

BEFORE THE
COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION, HOUSING
AND URBAN DEVELOPMENT, AND RELATED AGENCIES
UNITED STATES HOUSE OF REPRESENTATIVES
April 17, 2008

Mr. Chairman, and members of the Subcommittee, thank you for this opportunity to present the President's fiscal year 2009 budget for the Federal Maritime Commission.

The President's budget for the Commission provides for $23,953,000 for fiscal year 2009. This represents an increase of 7.8%, or $1,881,000, over our fiscal year 2008 appropriation.

As in previous years, the Commission's budget is driven primarily by pay and benefits. Our fiscal year 2009 budget request contains $17,106,000 for salaries and benefits to provide for 131 FTEs to support the Commission's programs. This is an increase of $1,467,000 over our fiscal year 2008 appropriation and includes new hires, promotions, and within-grade increases. This funding request also includes annualization of the fiscal year 2008 cost of living adjustment increase, and an anticipated 3.0 percent fiscal year 2009 cost of living adjustment.

Official travel has been increased by $24,000 over our fiscal year 2008 level of $261,000. As you know, the Commission sought approval to reprogram travel funding in FY 2007, which funds were then used to finance much-needed IT upgrades. However, travel remains an essential aspect of our effort to provide better service to the ocean transportation industry and to accomplish our oversight duties more effectively.

Administrative expenses will have increased $390,000 net over fiscal year 2008. Roughly one-quarter of this amount, or $91,000, reflects an anticipated increase in rent from GSA for our Washington headquarters space. Other commercial and government contracts would increase $334,000.

State of the U.S. Trades

Since 1916, the Commission and its predecessor agencies have effectively administered Congress' directives for oversight of the ocean transportation industry. Working with the industry, we have developed a regulatory system that allows for necessary oversight with minimal disruption to the efficient flow of U.S. imports and exports. I would like to highlight the state of the U.S. trades as well as identify some of the significant current events, programs and initiatives at the Commission:

In fiscal year 2007, the total cargo volume of U.S. liner exports shipped worldwide grew by 12 percent due largely to the weak value of the U.S. dollar relative to foreign currencies, which made U.S. goods more affordable abroad. Total liner imports to the U.S. declined slightly, by a little over one percent, for the first time in many years. However, import cargo still exceeded export cargo, an imbalance of approximately one (1.0) twenty-foot equivalent container units ("TEU") of goods exported out of the U.S. for every 1.8 TEUs of cargo imported into the U.S.

As in preceding years, China was the leading trading partner in liner cargo with the U.S.; over half of all U.S. liner cargoes (both imports and exports) are concentrated in trade with countries in Northeast Asia. Cargo growth in imports from Asia slowed substantially by the end of fiscal 2007, to less than one percent, down from a growth rate of 15 percent in fiscal year 2006. Some of this drop can be attributed to the corresponding declines in the U.S. housing market, rising costs of energy and fuel, as well as to product safety issues recently highlighted in the case of certain goods made in China. Conversely, U.S. liner exports to Asia grew by 11 percent, up from a 6 percent increase in the preceding fiscal year.

Containership capacity on the world market continued to grow at a steady pace ahead of demand. Additional capacity growth is anticipated for the future because of the considerable number of containerships on order. Many newbuildings now have individual vessel capacities of 10,000 TEUs or more. Concentration in the liner shipping industry likewise increased during the fiscal year, with the top ten ocean carriers in control of 60.5 percent of the world's containership capacity, up from 53 percent in the preceding fiscal year.

Current Events, Programs and FMC Initiatives

Over the past year, the Commission has continued to monitor the international liner trades, focusing in large part on agreement activities relating to ocean common carriers and marine terminal operators. Consistent with shifts in trade volumes and the introduction of new vessels, membership changes and agreement modifications are filed with the Commission in those carrier rate discussion agreements that operate in the U.S. trades. We have also continued our licensing and enforcement initiatives and worked to provide a forum for the industry to resolve disputes through our consumer affairs office. The Commission has also succeeded in updating many of its information-gathering processes and has improved public access to our informational resources.

The Commission recently issued an order reviewing the lawfulness of allowing licensed ocean transportation intermediaries ("OTIs") to utilize unlicensed and unbonded agents to provide NVOCC and ocean freight forwarding services to the public. The Commission has been charged by Congress under section 19 of the 1984 Act to protect the shipping public through licensing and bonding of those providing OTI services. From the time Congress first required licensing and bonding in 1961 to the present, the Commission has consistently rejected the utilization of unlicensed agents to provide OTI services. This decision, issued by a majority of the Commission in response to a petition filed with the Commission, underscores Congressional intent to require OTI licensing as a means to protect the shipping public from unqualified and potentially unscrupulous operators, to preserve the integrity of the licensing process, and to uphold the financial responsibility requirements made applicable to OTIs under the NVOCC Act of 1990. We believe that the decision also aligns the Commission with the nation's security interests by ensuring a safe and transparent supply chain.

The Commission has also been actively monitoring agreements that address supply-chain and operational issues such as port congestion, security, air pollution and environmental concerns that affect local communities and the industry, including, in particular, the Clean Truck Program ("CTP") in the Port of Los Angeles and the Port of Long Beach ("the Ports"). The cities of Los Angeles and Long Beach, acting through their Harbor Boards, filed the *Los Angeles and Long Beach Port Infrastructure and Environmental Programs Cooperative Working Agreement* ("the Agreement") with the Commission to allow them to discuss and agree upon a joint program to address environmental and transportation infrastructure issues at their Ports. Under the Agreement the Ports developed the San Pedro Bay Ports Clean Air Action Plan ("CAAP") to address diesel emissions from multiple port sources, including heavy-duty trucks used in cargo drayage, ocean-going vessels, cargo-handling equipment, harbor craft, and railroad locomotives.

The Ports' first major initiative under the CAAP was the development of a proposed Clean Truck Program ("CTP"). The CTP proposed to reduce diesel emissions by drayage trucks up to 80 percent over 5 years by replacing or retrofitting approximately 16,000 trucks with the assistance of a port-sponsored subsidy. The program anticipated the Ports using their tariff authority to limit access to port terminals to certain qualified licensed motor carriers ("LMCs") as concessionaires under contract to the cities. Those LMCs would own the retrofitted and replacement trucks and be required to hire employee drivers. The LMC "concession/employee driver only" provision, recently adopted by Los Angeles but not by Long Beach, eliminates the existing system in Los Angeles under which LMCs primarily contracts for the movement of cargo and then dispatches independent owner-operator truckers to haul the cargo. In addition, the CTP proposal included a temporary Truck Impact Fee to be assessed on the LMC concessionaires that use "dirty" trucks during the 5-year phase-out period. A related development regarding the implementation of aspects of the CAAP was the recent filing of the Los Angeles/Long Beach Port/Terminal Operator Administration and Implementation Agreement. This agreement provides authority for the parties to cooperate on the administration and operation of port programs relating to port security, infrastructure, or clean air, such as the testing and implementation of TWIC and the administration of certain CAAP programs (possibly using PierPASS).

Because the Commission has oversight responsibility to monitor agreements filed with it and to act upon potential violations of the Shipping Act, the Commission met with concerned parties, including staff and executives from the Ports, organizations representing marine terminals, shipping lines, truckers, railroads, importers and exporters, local government officials, community activist groups, organized labor, academics, and officials from air quality agencies. These meetings have provided insight into the competitive effects of the programs proposed by the parties. The Commission met formally on November 28, 2007 to consider the proposed Clean Trucks Program, and continues to closely monitor developments at the Ports. The Commission is actively assessing the development and competitive impacts of a comprehensive CAAP for LA-Long Beach given its critical importance as a trade gateway to the Far East. The Commission's assessment will, in part, be facilitated by a request for additional information recently sent to the Port/MTO implementation agreement. The Commission currently awaits receipt of the parties' responses to the request for additional information, and looks forward to further discussions with the agreement parties regarding the impact and implementation of programs thereunder.

As noted earlier, shifts in trade often gives rise to a need for the Commission to review changes to agreements in our U.S. ocean trade lanes. In the Transpacific trade, Commission staff examined the competitive impact of expanding the geographic scope of the *Transpacific Stabilization Agreement* ("TSA") to include the Indian Subcontinent; and the competitive impacts anticipated from the announcement that TSA would add CMA-CGM, S.A., Mediterranean Shipping Company, S.A. and Zim Integrated Shipping Services Ltd., as members. Although the addition of carrier parties increased TSA's market position, anticompetitive concerns at present are mitigated by the decline in rate levels in the Transpacific trade over the past year.

In another significant development relating to marine terminal agreements, the Commission analyzed an agreement between and among ocean common carriers participating in the Ocean Carrier Equipment Management Association ("OCEMA"). Under OCEMA, ocean common carriers and marine terminal operators have established regional chassis pools at marine terminals and inland intermodal terminals in the South Atlantic region of the United States. The Commission allowed the agreement to become effective upon determining that the agreement likely would enhance efficiency at the marine terminals and inland intermodal terminals. We will, of course, continue to monitor developments in these and other important agreement areas.

Within the Commission, our operating bureaus have updated their processes and assigned personnel where needed to enhance efficiency in order to better respond to the needs of the industry. Following written notice to Congress, the Commission added an Area Representative (AR) based in Houston, TX, in response to the significant growth in container volumes transiting the port. The new AR will serve Houston and other ports and transportation centers within the geographic area.

In addition to their monitoring and investigative functions, ARs represent the Commission within their areas of responsibility, provide liaison between the Commission and the maritime industry and the shipping public, collect and analyze information of regulatory significance, and assess industry conditions. In short, ARs play a vital role in the collection and dissemination of information. The ARs enable the Commission to better interact with the industry and, most importantly, ensure the success of the Commission's licensing, compliance and enforcement initiatives. These efforts contribute to national security efforts in verifying the accuracy of the Commission's informational resources, and making those resources available as needed by other Federal investigatory/enforcement bodies.

During fiscal year 2007, the Bureau of Certification and Licensing (BCL) implemented electronic filing of an automated Form FMC-18, *Application for an Ocean Transportation Intermediary License*, permitting filers a modern, optional method to complete OTI applications on-line, scan and attach required documents, and submit the application electronically. The filing system incorporates significant security features for the purpose of protecting applicant data, and detecting and preventing unauthorized system intrusions. Further, BCL has completed modernization of our Regulated Persons Index ("RPI"). Through the RPI, the agency posts on its website a list identifying those OTIs which are currently licensed, bonded, and have provided their tariff location, if required. The RPI assists carriers and the shipping public in ascertaining whether an OTI has met FMC requirements and is therefore a reputable company with whom to do business. That list is actively employed by U.S. Customs and Border Protection ("CBP") and other Federal agencies in conjunction with homeland security initiatives.

These initiatives have resulted in a more user-friendly interface for the industry by streamlining the licensing process and by providing improved access to the Commission's informational resources.

The Commission continues to exchange enforcement information with CBP in accordance with an effective Memorandum of Understanding. Cooperation with CBP has expanded into joint field operations to investigate entities suspected of violating both agencies' statutes or regulations. Such cooperation often includes local police and U.S. Citizenship and Immigration Services (formerly INS) officers. FMC Area Representatives also conferred with CBP regarding ongoing matters of mutual interest such as misdescriptions of shipments inbound from China, and other industry malpractices.

The Commission is pleased to report a welcome decline in the number of household goods complaints received this year, possibly attributable to formal action and outreach undertaken in the previous year. As we previously advised this Committee, the Commission commenced a formal investigation against nine household goods moving companies operating in violation of the Shipping Act in 2006. The Commission's preliminary investigation had indicated that these companies were unlawfully doing business as unlicensed NVOCCs without proof of financial responsibility or published tariffs, and were engaging in conduct that created significant risk of financial harm to the shipping public. In order to mitigate the threat posed by these companies, the Commission obtained a preliminary injunction from the U.S. District Court for the Southern District of Florida. The injunction prohibits the respondents from operating in violation of the Shipping Act and remains in effect pending ongoing formal proceedings at the Commission. This coordinated approach will be employed in the future wherever needed to protect the shipping public from harm.

The Commission continues to address restrictive or unfair foreign shipping practices under section 19 of the Merchant Marine Act, 1920 ("Section 19"); the Foreign Shipping Practices Act of 1988 ("FSPA"); and the Controlled Carrier Act of 1978. Section 19 empowers the Commission to make rules and regulations to address conditions unfavorable to shipping in our foreign trades; FSPA allows the Commission to address adverse conditions affecting U.S. carriers in our foreign trades that do not exist for foreign carriers in the United States. Under the Controlled

Carrier Act, the Commission can review the rates of government-controlled carriers to ensure that they are not below a level that is just and reasonable.

Last year, several U.S. NVOCCs complained to the Commission that the Chinese Ministry of Communications was implementing licensing regulations on U.S. NVOCCs in an uneven and confusing way, and not in accordance with the method agreed upon by the U.S. and the PRC in the Maritime Bilateral Agreement. With the clearance of the State Department and the Maritime Administration, the Commission drafted a cable to the U.S. Embassy in Beijing, China, outlining the concerns that had been raised and asking for the Embassy's assistance in clarifying these matters with Chinese authorities. The Maritime Administrator raised these concerns directly with the Chinese Ministry of Communications in the context of bilateral consultations in late November 2007. The Commission continues to monitor this situation and will keep Congress apprised of any developments.

Finally, the Commission's oversight of ocean common carriers, ocean transportation intermediaries, including ocean freight forwarders and NVOCCs, and marine terminal operators, is an important element in the effort to protect our Nation's seaports. The FMC has a wealth of information available to assist our Nation's efforts to secure not only our seaports but the entire supply chain. Unique among federal agencies, the FMC regulates virtually all entities involved in liner shipping, receiving, handling, and transporting cargo and passengers in foreign commerce. Our unique mission affords us the opportunity to assist front-line security efforts by providing information regarding the backgrounds of all parties utilizing our Nation's supply chain - including those with direct access to our seaports.

The Commission is currently assisting national security efforts by working to share its informational resources with other federal agencies, including the CBP and the Department of Homeland Security, through the International Trade Data System (ITDS) and the Automated Commercial Environment (ACE) portal. An updated Memorandum of Understanding with Customs is in process of negotiation and will solidify the cooperative relationship between the two agencies, particularly with respect to the sharing of information. For its part, the Commission expects to provide access to its extensive informational resources and databases containing background information on entities regulated by the Commission - some of the most complete databases identifying OTIs and other persons engaged in U.S. foreign commerce. Once completed, the ACE/ITDS system will provide greater transparency of the Nation's supply chain.

The Commission stands ready to contribute more significantly to the nation's current and long-term efforts to improve maritime security in ways closely related to our current mission and responsibilities. Among these are closer scrutiny of licensees and other regulated transportation entities; better information gathering and sharing with other agencies; and ensuring greater transparency for container cargo. Enhancing these areas would allow the FMC to provide greater value, including access to our informational resources and use of such data in cargo screening and targeting, to other Federal agencies more directly charged with the responsibility for preventing terrorist attacks on, or by means of, ocean shipping. As the Congress continues to refine the roles and duties of agencies and industry in the safeguarding of our national security, we are committed to providing our technical expertise and assistance to those agencies on the front lines of securing our ports and vessels.

Mr. Chairman, we hope that these comments have served to give you a clear indication of the important work to be accomplished by the Federal Maritime Commission. We respectfully request favorable consideration of the President's budget for the Commission so that we may continue to perform our vital statutory functions in fiscal year 2009 and beyond.

Federal Maritime Commission

Fiscal Year 2009 Questions for the Record

Chairman John Oliver
Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
House Committee on Appropriations

Funding Level

1. **In table format, please list the total proposed funding for the Federal Maritime Commission (FMC) for Fiscal Year (FY) 1995 through FY 2009. In the same table, please list the enacted funding level for the FMC for FY 1990 through FY 2008.**

Fiscal Year	Total Proposed Funding	Enacted Funding
1990	*	$ 15,452,000.00
1991	*	$ 15,894,000.00
1992	*	$ 17,600,000.00
1993	*	$ 18,300,000.00
1994	*	$ 18,900,000.00
1995	$ 18,700,000.00	$ 18,531,000.00
1996	$ 16,719,000.00	$ 14,836,000.00
1997	$ 15,000,000.00	$ 14,000,000.00
1998	$ 14,300,000.00	$ 14,000,000.00
1999	$ 14,500,000.00	$ 14,133,000.00
2000	$ 15,300,000.00	$ 14,097,000.00 $ 516,000.00 Y2K funding
2001	$ 16,222,000.00	$ 15,466,000.00
2002	$ 16,458,000.00	$ 16,447,000.00
2003	$ 17,440,000.00	$ 16,591,450.00
2004	$ 18,471,000.00	$ 18,362,021.00
2005	$ 19,496,000.00	$ 19,340,032.00
2006	$ 20,499,000.00	$ 20,294,010.00
2007	$ 21,474,000.00	$ 20,427,910.00
2008	$ 22,322,000.00	$ 22,072,000.00
2009	$ 23,953,000.00	*

2. **In the FY 2008 questions for the record (QFRs), the FMC indicated the following historical funding levels:**

Fiscal Year	Appropriation
FY 1998	$14,000,000
FY 1999	$14,133,000
FY 2000	$14,097,000
FY 2001	$15,466,000
FY 2002	$16,447,000
FY 2003	$16,591,450
FY 2004	$18,362,021
FY 2005	$19,340,032
FY 2006	$20,294,010
FY 2007	$20,427,910

In the FY 2009 on page 10 of the FMC's Congressional Justification (CJ), the following dollar amounts were listed for the historical amounts:

Fiscal Year	Appropriation
FY 1999	$15,466,000
FY 2000	$16,447,000
FY 2001	$16,591,000
FY 2002	$18,362,000
FY 2003	$18,531,000
FY 2004	$18,900,000
FY 2005	$19,496,000
FY 2006	$20,294,000
FY 2007	$20,427,000
FY 2008	$22,072,000

Please explain why these historical numbers have changed.

The FMC's historical funding levels provided for the FY 2008 questions for the record (QFRs) were correct. The FY 2006 and FY 2007 funding amounts differ because the appropriation chart provided on page 10 of the FMC's FY 2009 Congressional Justification is reflected in thousands of dollars. Some of the historical funding amounts provided on page 10 were incorrect; a corrected page 10 is submitted as an attachment to the QFRs.

Full Time Employees

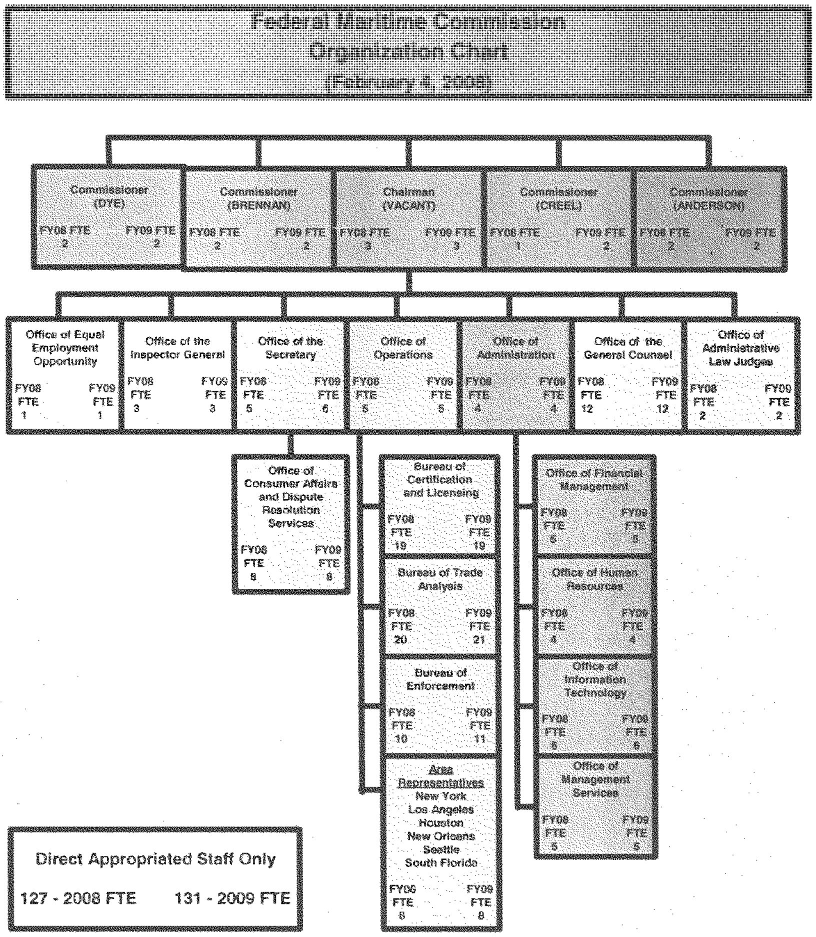
3. **In table format, please list the number of full time employees (FTE) proposed in the Congressional Justification for FY 1995 through FY2009. In the same table, please list the actual number of FTEs for the FMC for FY 1990 through FY2008.**

Fiscal Year	Total Proposed FTE	Actual FTE
1990	*	211
1991	*	224
1992	*	215
1993	*	206
1994	*	199
1995	205	196
1996	201	159
1997	180	143
1998	143	139
1999	146	139
2000	138	128
2001	144	121
2002	135	127
2003	132	129
2004	137	129
2005	135	124
2006	133	121
2007	130	119
2008	127	*
2009	131	*

4. **On page 11 of the FMC's FY 2009 Congressional Justification, the FMC indicated it had 121 FTEs in FY 2001. In the FMC's FY 2008 Congressional Justification, the FMC indicated it had 131 FTEs in FY 2001. In the FY 2008 QFR, the FMC indicated it had 127 FTEs in FY 2001. How many FTEs did the FMC have in FY 2001 and what is the reason for the fluctuation of this number?**

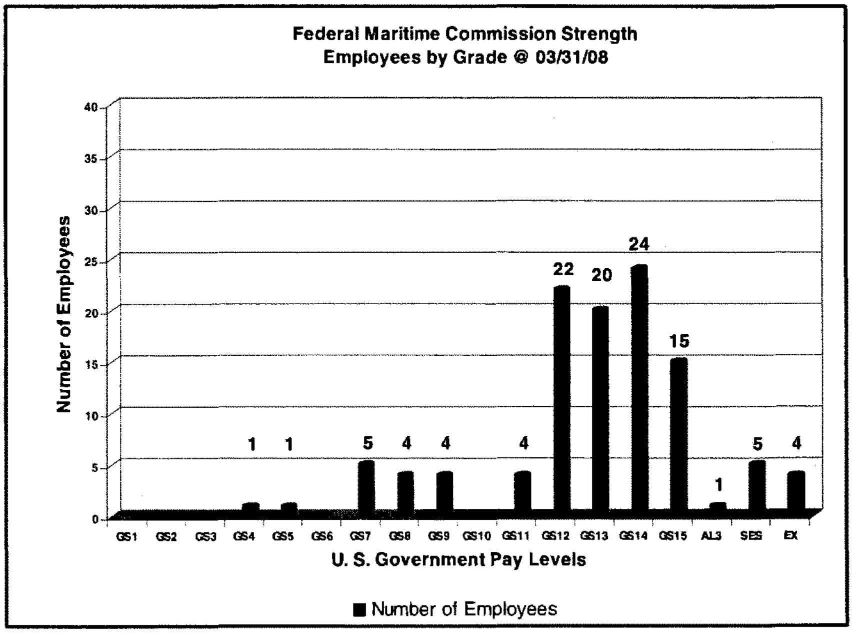
The Commission's initial FY 2008 Congressional Justification indicated an FTE level of 131 for FY 2001 however; this was corrected to 121 when the FMC submitted corrected pages 11 through 17 after passage of H.J. Res 20. In the FY 2008 QFR, an incorrect FTE level of 127 was reported for FY 2001.

5. Please update the "Organization Chart" on page nine of the FMC's Congressional Justification to include FY 2008 actual and FY 2009 proposed full time employees by office.


Federal Maritime Commission
Organization Chart
(February 4, 2008)
Commissioner (DYE) FY08 FTE 2 FY09 FTE 2
Commissioner (BRENNAN) FY08 FTE 2 FY09 FTE 2
Chairman (VACANT) FY08 FTE 3 FY09 FTE 3
Commissioner (CREEL) FY08 FTE 1 FY09 FTE 2
Commissioner (ANDERSON) FY08 FTE 2 FY09 FTE 2
Office of Equal Employment Opportunity FY08 FTE 1 FY09 FTE 1
Office of the Inspector General FY08 FTE 3 FY09 FTE 3
Office of the Secretary FY08 FTE 5 FY09 FTE 6
Office of Operations FY08 FTE 5 FY09 FTE 5
Office of Administration FY08 FTE 4 FY09 FTE 4
Office of the General Counsel FY08 FTE 12 FY09 FTE 12
Office of Administrative Law Judges FY08 FTE 2 FY09 FTE 2
Office of Consumer Affairs and Dispute Resolution Services FY08 FTE 8 FY09 FTE 8
Bureau of Certification and Licensing FY08 FTE 19 FY09 FTE 19
Bureau of Trade Analysis FY08 FTE 20 FY09 FTE 21
Bureau of Enforcement FY08 FTE 10 FY09 FTE 11
Area Representatives
New York
Los Angeles
Houston
New Orleans
Seattle
South Florida
FY08 FTE 8 FY09 FTE 8
Office of Financial Management FY08 FTE 5 FY09 FTE 5
Office of Human Resources FY08 FTE 4 FY09 FTE 4
Office of Information Technology FY08 FTE 6 FY09 FTE 6
Office of Management Services FY08 FTE 5 FY09 FTE 5
Direct Appropriated Staff Only
127 - 2008 FTE
131 - 2009 FTE

*On August 2, 2007, the President nominated Commissioner Anderson for an additional term and will designate him Chairman upon his confirmation.

6. **Please produce a bar graph with number of employees at each U.S. Government pay level for the FMC. The graph should have "number of employees" on the "y axis" and all of the "U.S. Government Pay Levels" (G1-SES) on the "x axis."**



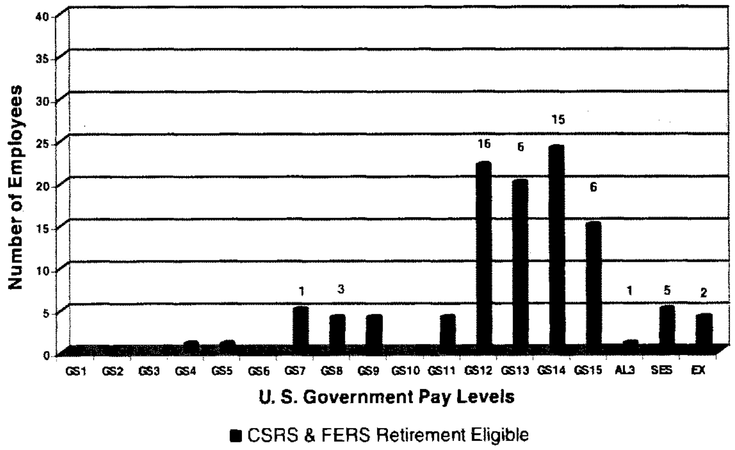
Employee Retirements

7. **Of the FMC's employees that are covered under the Federal Employees Retirement System (FERS) and Civil Service Retirement System (CSRS), how many will be eligible to retire in 5 years?**

Sixty-three of the Commission's current 110 employees (57%) are covered under the Federal Employees Retirement System (FERS). As of March 31, 2013, thirteen (21%) of those employees are eligible for retirement. The other forty-seven (43%) of the Commission's staff are covered under the Civil Service Retirement System (CSRS). As of March 31, 2013, forty-two (89%) of those employees are eligible for retirement. The retirement criteria is different for each system, however, on or before March 31 2013, fifty-five (50%) of the Commission's current on-board staff are eligible for retirement.

8. **Using the graph developed for question 6, please shade the top portion (if applicable) of the bar a different color for employees eligible to retire within 5 years (i.e. if 25 percent of GS-14s are eligible to retire within five years, shade the top quarter of the bar a different color).**

Federal Maritime Commission
Retirement Eligible @ 03/31/08



Other Services (25.0) of Salaries and Expenses

9. In the FY 2008 QFRs, you responded that the $675,000 increase you requested for "Other Services" in your salaries and expenses would be used for the following:

Service	Increase	Description of Service(s)
Port Import Export Reporting Service (PIERS)	$133,000	Commercial source of U.S. waterborne import/export trade data
Data Systems	$115,000	Development of new databases and improvements to other databases in accordance with Agency performance goals
Transit Benefit Program	$100,000	Provides mass transit funds to approved staff for commuting costs in accordance with Executive Order 13150
Protective Services (DHS)	$60,000	FMC's share of costs for on-site guard services and monitoring equipment at DC HQ building
IT Contractor Support	$50,000	Technical writer and increased man hours for database management support
Consulting Services	$43,000	Consulting firm for mandatory OIG audits and Continuity of Operations (COOP) services
On-line/Credit Reporting Services	$ 40,000	External databases/services used by the Commission to monitor industry shipping and financial activity
Fiscal Services	$28,000	Outsourced Payroll (NFC) and accounting/financial services (BPD)
CIO Contractor Support	$20,000	Provides research and best practices information and support for addressing IT challenges
Reporting Services	$18,000	Court reporting services associated with Commission meetings and hearings
Staff Training	$17,000	Mandatory training, college reimbursement and succession planning
Miscellaneous	$12,000	Labor support, translation/witness fees, OPM assessments, and disposal of furniture & equipment
E-Gov	$10,000	New ID Card System (HSPD-12)
Agency Health Program	$10,000	Employee Assistance Program services and FMC's share for on-site nurse at DC HQ building
Imaging of Documents	$10,000	Outside contract for scanning of agency documents and decisions
Equipment Maintenance	$9,000	Repair/maintenance of equipment (including IT equipment)
TOTAL	$675,000	

In the FY 2009 Congressional Justification, you indicated the revised estimate for total "Other Services" would be $2,292,000. Please update this table to include new estimates for FY 2008.

Service	FY 2007 Actual	Increase	FY 2008	Description of Services
Port Import Export Reporting Service (PIERS)	$121,000	$12,000	$133,000	Commercial source of U.S. waterborne import/export trade data
Data Systems/IT Contractor Support	$337,000	($4,000)	$333,000	Develop new databases and improve others in accordance with Agency performance goals and technical writer and increased man hours for database management support
Transit Benefit Program	$0	$100,000	$100,000	Provides mass transit funds to approved staff for commuting costs in accordance with Executive Order 13150 (Note: due to timing of the interagency agreement with DOT, no FY 2007 funds were expended for this mandatory expense)
Protective Services (DHS)	$403,000	$178,000	$581,000	FMC's share of costs for on-site guard services and monitoring equipment at DC HQ building
Consulting Services	$169,000	$20,000	$189,000	Consulting firms for mandatory OIG audits/operational reviews and Continuity of Operations (COOP) services
On-line/Credit Reporting Services	$92,000	$72,000	$164,000	External databases/services used by the Commission to monitor industry shipping and financial activity
Fiscal Services	$302,000	$18,000	$320,000	Outsourced Payroll (NFC) and accounting/financial services (BPD)
CIO Contractor Support	$0	$20,000	$20,000	Provides research and best practices information and support for addressing IT challenges
Reporting Services	$2,000	$31,000	$33,000	Court reporting services associated with Commission meetings and hearings (Note: FY 2007 level was an anomaly)
Staff Training	$114,000	$54,000	$168,000	Mandatory training, college reimbursement, training for new staff and succession planning
Labor Support	$11,000	$4,000	$15,000	Manual labor support
Miscellaneous	$42,000	$0	$42,000	Translation/witness fees, EEO services, NARA, and disposal of furniture & equipment
OPM Assistance/Assessment	$13,000	$0	$13,000	OPM assessments, classification assistance, background investigations
Personnel Classification Assistance	$5,000	$0	$5,0000	Commercial contract for personnel classification assistance
Excess Property Disposal	$5,000	$1,000	$6,000	USDA costs to dispose of excess property
E-Gov	$11,000	($1,000)	$10,000	EOPF/EHRI
Agency Health Program	$20,000	$6,000	$26,000	EAP services and FMC's share for on-site nurse at DC HQ building
Imaging of Documents	$24,000	$46,000	$70,000	Outside contract for agency-wide scanning of documents and decisions
Internal Door Upgrade	$25,000	($25,000)	$0	Installation of handicap accessible doors
Equipment Maintenance	$82,000	($18,000)	$64,000	Repair/maintenance of equipment (including IT equipment)
TOTAL	**$1,778,000**	**$514,000**	**$2,292,000**	

10. In the same format, please explain how the proposed "Other Services" for FY 2009 will be spent. Please include the FY 2008 request and FY 2009 request in this table. Please add rows and descriptions where necessary.

In FY 2008, "Other Services" funding is currently budgeted at $2,292,000; while $2,626,000 is proposed for FY 2009, a difference of $334,000. The funding for the two fiscal years is indicated in the chart below.

Service	FY 2008 Budget	Increase	FY 2009 Request	Description of Services
Port Import Export Reporting Service (PIERS)	$133,000	($3,000)	$130,000	Commercial source of U.S. waterborne import/export trade data
Data Systems/IT Contractor Support	$333,000	($27,000)	$306,000	Develop new databases and improve others in accordance with Agency performance goals and technical writer and man hours for database management support
Transit Benefit Program	$100,000	$0	$100,000	Provides mass transit funds to approved staff for commuting costs in accordance with Executive Order 13150
Protective Services (DHS)	$581,000	$69,000	$650,000	FMC's share of costs for on-site guard services and monitoring equipment at DC HQ building
Consulting Services	$189,000	($1,000)	$188,000	Consulting firm for mandatory OIG audits and Continuity of Operations (COOP) services
On-line/Credit Reporting Services	$164,000	$117,000	$281,000	External databases/services used by the Commission to monitor industry shipping and financial activity (Note: large increase is projected for new contract for library services)
Fiscal Services	$320,000	$75,000	$395,000	Outsourced Payroll (NFC) and accounting/financial services (BPD) (Note: BPD is now charging its customers for full recovery of costs)
CIO Contractor Support	$20,000	($20,000)	$0	Provides research and best practices information and support for addressing IT challenges
Reporting Services	$33,000	$28,000	$61,000	Court reporting services associated with anticipated Commission meetings and projected hearings
Staff Training	$168,000	$23,000	$191,000	Mandatory training, college reimbursement and succession planning
Labor Support	$15,000	$0	$15,000	Manual labor support
Miscellaneous	$42,000	$6,000	$48,000	Translation/witness fees, EEO services, and NARA
OPM Assistance/Assessment	$13,000	$1,000	$14,000	OPM assessments, classification assistance, background investigations
Personnel Classification Assistance	$5,000	$0	$5,000	Commercial contract for personnel classification assistance
Excess Property Disposal	$6,000	$1,000	$7,000	USDA costs to dispose of excess property
E-Gov	$10,000	$18,000	$28,000	EOPF/EHRI
Agency Health Program	$26,000	$4,000	$30,000	Employee Assistance Program services and FMC's share for on-site nurse at DC HQ building
Imaging of Documents	$70,000	$5,000	$75,000	Outside contract for scanning of agency documents and decisions
Equipment Maintenance	$64,000	$38,000	$102,000	Repair/maintenance of equipment (including IT equipment) (Note: maintenance funds are needed for mass copiers purchased in FY 2007)
TOTAL	**$2,292,000**	**$334,000**	**$2,626,000**	

Area Representatives

11. Please provide the background of the Area Representative (AR) and how it was created beginning in 1995.

In 1995, the Commission had seven field offices that were staffed with nearly 40 employees. The FY 1996 House appropriations bill included report language directing the Commission to close its field offices. The FMC's Chairman proposed and the committee concurred, that we be permitted to "preserve a presence throughout the United States in the form of Area Representatives ("ARs") utilizing alternate worksites and 'virtual' offices". On April 2, 1996, the Commission advised the Congressional Committees on Appropriations that we would establish Area Representatives as successors to district offices, enabling the Commission to continue to plan, develop and administer its programs of investigation and enforcement with effectiveness and efficiency. Reduction-in-force actions were effected for 18 staff, an additional 14 staff retired or resigned, and the Commission retained four personnel stationed in the major port areas of Miami, New Orleans, Los Angeles, and Seattle. We consider these four offices as established on June 9, 1996, although the four Area Representatives were employed at those physical locations prior to the reorganization. In addition to monitoring and investigative functions, ARs represent the Commission within their jurisdictions, provide liaison between the Commission, other government agencies, and the maritime industry and shipping public, collect and analyze information of regulatory significance, and assess industry conditions.

12. For each proposed Area Representative in the FY 2009 Congressional Justification, please provide the location of the office, the number of ARs, total salaries and benefits budgeted for this AR location for FY 2009, the total travel expenses budgeted for each AR location in FY 2009, and the direct administrative expenses for this AR location in FY 2009. Please provide the dates when the first and second (if applicable) AR was hired for each of these locations.

New York Office

The Commission's New York office is located at JFK International Airport, Jamaica, NY. The office is currently staffed with two Area Representatives. The salary/benefits requested for the two FTEs in FY 2009 is $277,000, travel funding requested is $15,000 and direct administrative expenses requested is $31,000. The office was created on July 19, 1998, and the second Area Representative was hired on September 17, 2006.

Florida

The Commission's Florida office is located in Hollywood, FL. It is referred to as the South Florida Office. The office is currently staffed with two Area Representatives. The salary/benefits requested for the two FTEs in FY 2009 is $258,000, travel funding requested is $19,000 and direct administrative expenses requested is $18,000. The office was created on June 9, 1996, and the second Area Representative was hired on September 8, 2002.

Louisiana

The Commission's Louisiana office is located in Metairie, LA. It is referred to as the New Orleans Office. The office is currently staffed with one Area Representative. The salary/benefits requested for the one FTE in FY 2009 is $128,000, travel funding requested is $8,000 and direct administrative expenses requested is $0. (Note: Customs provides office space at no expense to the FMC.) The office was created on June 9, 1996.

Texas

The Commission's Texas office is located in Magnolia, TX and was established in July 2007. It is referred to as the Houston Office. The office is currently staffed with one Area Representative. The salary/benefits requested for the one FTE in FY 2009 is $116,000, travel funding requested is $10,000 and direct administrative expenses requested is $18,000. The office was staffed on July 22, 2007.

California

The Commission's California office is located in San Pedro, CA. It is referred to as the Los Angeles Office. The office is currently staffed with one Area Representative. The salary/benefits requested for the one FTE in FY 2009 is $149,000, travel funding requested is $7,000 and direct administrative expenses requested is $18,000. The office was created and staffed on June 9, 1996. A second Area Representative was hired in August 2001 and subsequently retired in March 2003.

Washington

The Commission's Washington office is located in Seattle, WA. The office is currently staffed with one Area Representative. The salary/benefits requested for the one FTE in FY 2009 is $149,000, travel funding requested is $7,000 and direct administrative expenses requested is $4,000. The office was created and staffed on June 9, 1996.

Houston Area Representative

13. On July 22nd, 2007, the FMC hired a "Houston Area Representative." Please indicate where in the FY 2007 Congressional Justification the FMC indicated it would be funding a "Houston Area Representative."

The FY 2007 Congressional Justification was submitted to Congress on February 6, 2006. At that time, the exact location for the AR was unknown therefore; a place holder for the AR position was reflected in the Office of Operations' funding request and FTE level (the Director of Operations oversees the ARs).

This place holder was reflected in the FMC's FY 2007 and FY 2008 Congressional Budget submissions. In May 2007, the FMC provided information to this Subcommittee concerning the Commission's consideration of options regarding a continuing presence in the Gulf area. At the time we indicated that FMC activity in the Gulf area was the greatest in Houston, and it was growing due to increased cargo volumes inbound and outbound. Further, the Commission informed the Subcommittee that, should a decision be made concerning a Houston office, Congress would be advised. Subsequently, on June 29, 2007, the Commission submitted a reprogramming letter to Congress with respect to establishing an Area Representative position in Houston. The reprogramming letter also provided a synopsis of the extant Area Representative locations and the number of staff at each location (two each in the Miami and New York offices, one each in Seattle, New Orleans and Los Angeles).

14. Please indicate where in the FMC's FY 2008 Congressional Justification the FMC requested funding or indicated it would be funding a "Houston Area Representative."

Please see the discussion in response to Question #13 above.

New York Area Representatives

15. On July 19th, 1998, the FMC hired a "New York Area Representative." Please indicate where in the FY 1998 Congressional Justification the FMC indicated it would be funding a "New York Area Representative."

The Commission's FY 1998 Congressional Justification was submitted to Congress in early calendar year 1997, prior to formal internal Commission discussion regarding the possibility of funding an Area Representative in New York, the site of a previous district office. On February 2, 1998, the Commission submitted a reprogramming letter to Congress with respect to establishing an Area Representative position in the New York/New Jersey port area to cover the North Atlantic geographical area which previously had been covered from Washington, D.C., with advice that the expenses would be absorbed within the FY 1998 appropriation. The purpose was to more effectively perform the Commission's statutory activities and better interact with the maritime industry and the public in that vital port area, and in part was in response to the local industry's stated need for a more constant Commission presence. Subcommittee Chairman Rogers, who had earlier urged the agency to develop a new model for addressing activities in port areas, sent a letter dated April 29, 1998, advising there were no objections to the proposal.

16. **On September 17th, 2006, the FMC hired a second "New York Area Representative." Please indicate where in the FY 2006 Congressional Justification the FMC indicated it would be adding an additional "New York Area Representative."**

    The Commission's FY 2006 Congressional Justification was submitted to Congress on February 7, 2005, prior to formal internal Commission discussion regarding the possibility of funding a second Area Representative in New York. As is noted in the text of the question, the second Area Representative was hired in the last weeks of FY 2006.

17. **Please indicate where in the FY 2007 Congressional Justification the FMC indicated it would be funding two New York Area Representatives.**

    The Commission's FY 2007 Congressional Justification was submitted to Congress on February 6, 2006, prior to formal internal Commission discussion regarding the possibility of funding a second Area Representative in New York. The FTE associated with the second New York AR was reflected for FY 2007 and FY 2008 in the Summary of Employment table submitted with the FY 2008 Congressional Justification.

Florida Area Representatives

18. **On September 8th, 2002, the FMC hired a second Florida Area Representative. Please indicate where in the FY 2002 Congressional Justification the FMC indicated it would be adding an additional "Florida Area Representative."**

    The Commission's FY 2002 Congressional Justification was submitted to Congress early in calendar year 2001, prior to formal internal Commission discussion regarding the possibility of funding a second Area Representative in Florida. As is noted in the text of the question, the second Area Representative was hired in the last weeks of FY 2002. The FTE associated with the second Florida AR was reflected for FY 2003 and FY 2004 in the Summary of Employment table submitted with the FY 2004 Congressional Justification and each subsequent submission.

19. **Please indicate where in the FY 2003 Congressional Justification the FMC indicated it would be funding two Florida Area Representatives.**

    The Commission's FY 2003 Congressional Justification was submitted to Congress early in calendar year 2002, prior to formal internal Commission discussion regarding the possibility of funding a second Area Representative in Florida. As noted above, the second Area Representative was hired in the last weeks of FY 2002. The FTE associated with the second Florida AR was reflected for FY 2003 and FY 2004 in the Summary of Employment table submitted with the FY 2004 Congressional Justification and each subsequent submission.

Travel

20. For FY 2007 and FY 2008 to date, please provide a table containing all the travel paid for from the object class "travel." Please provide a separate table for FY 2007 and FY 2008. For each trip, please list the name of who traveled, their title, the destination, the purpose of the visit, the total dollar amount used from the account per person, and the total days traveled. Please separate the travel by office.

Travel Report					
FY 2007 @ 9/30/2007					
Name	Title	Destination	Purpose	Total Expense	Days
Chairman					
Blust, S	Chairman	New Orleans, LA	Conference Attendance	2,239.42	6
Blust, S	Chairman	Manhattan, NY	Conference Attendance	982.46	2
Blust, S	Chairman	Atlanta, GA	Speech/Presentation	410.55	2
Office of the Commissioners					
Anderson, A	Commissioner	King's Point, NY	Site visit	867.90	2
Anderson, A	Commissioner	New York, NY	Conference Attendance	933.90	2
Streeter, L	Counsel to the Commissioner	SF-1164	Local Voucher	48.50	
Office of the Secretary					
VanBrakle, B	Secretary	Irvine, CA	Conference Attendance	1,354.23	5
VanBrakle, B	Secretary	Phoenix, AR	Conference Attendance	1,787.37	6
VanBrakle, B	Secretary	San Francisco, CA	Information Meeting	1,509.97	3
VanBrakle, B	Secretary	SF-1164	Local Voucher	35.50	
Gregory, K	Assistant Secretary	SF-1164	Local Voucher	28.50	
Gregory, K	Assistant Secretary	SF-1164	Local Voucher	41.50	
Gregory, K	Assistant Secretary	SF-1164	Local Voucher	75.00	
Harris, M	Program Support Specialist	SF-1164	Local Voucher	76.09	
Office of Consumer Affairs & Dispute Resolution Services					
Bell, V	Attorney Advisor (General)	SF-1164	Local Voucher	29.50	
Carr-Notice, P	Transportation Specialist	Miami, FL	Information Meeting	1,326.50	5
Dike, T	Attorney Advisor (General)	Manhattan, NY	Hearing	1,815.50	5
Dike, T	Attorney Advisor (General)	Manhattan, NY	Conference Attendance	1,693.50	4

Dike, T	Attorney Advisor (General)	Las Vegas, CA	Training Attendance	1,774.90	6
Gartlan, J	Attorney Adviser (General)	San Francisco, CA	Conference Attendance	1,712.06	4
Murphy, R	Attorney-Advisor-Director, CADRS	Irvine, CA	Conference Attendance	1,533.37	5
Murphy, R	Attorney-Advisor-Director, CADRS	Phoenix, AR	Conference Attendance	1,846.15	6
Murphy, R	Attorney-Advisor-Director, CADRS	SF-1164	Local Voucher	59.50	
Murphy, R	Attorney-Advisor-Director, CADRS	SF-1164	Local Voucher	61.25	
Murphy, R	Attorney-Advisor-Director, CADRS	San Francisco, CA	Conference Attendance	1,868.85	4
Murphy, R	Attorney-Advisor-Director, CADRS	SF-1164	Local Voucher	21.50	
Murphy, R	Attorney-Advisor-Director, CADRS	Las Vegas, CA	Training Attendance	2,227.50	6
Shoupe, N	Transportation Specialist	Miami, FL	Information Meeting	1,392.47	5
Office of the General Counsel					
Dickon, R	Attorney Advisor (General)	SF-1164	Local Voucher	135.50	
Fenneman, R	Attorney Advisor (General)	Virginia Beach, VA	Training Attendance	731.69	3
Gordon, S	Attorney Advisor (General)	Los Angeles, CA	Information Meeting	1,516.30	6
Larson, A	General Counsel	Singapore, China	Conference Attendance	134.33	3
Larson, A	General Counsel	Norfolk, VA	Speech/Presentation	386.00	2
Larson, A	General Counsel	Manhattan, NY	Information Meeting	280.18	1
Larson, A	General Counsel	SF-1164	Local Voucher	75.50	
Larson, A	General Counsel	SF-1164	Local Voucher	139.96	
Lee, D	Special Assistant to the GC	SF-1164	Local Voucher	22.50	
Marvin, L	Attorney Advisor (General)	SF-1164	Local Voucher	91.50	
Marvin, L	Attorney Advisor (General)	SF-1164	Local Voucher	142.50	
Marvin, L	Attorney Advisor (General)	SF-1164	Local Voucher	34.45	
Marvin, L	Attorney Advisor (General)	SF-1164	Local Voucher	159.50	
Reese, S	Program Assistant	Nashville, TN	Conference Attendance	1,701.80	5
Hughey, P	Attorney Advisor (General)	Boston, MA	Training Attendance	1,482.00	3
Trogdon, B	Attorney Advisor (General)	Los Angeles, CA	Information Meeting	1,410.00	8
Office of Administrative Law Judges					
Guthridge, C	Administrative Law Judge	Virginia Beach, VA	Training Attendance	706.51	6
Guthridge, C	Administrative Law Judge	Norfolk, VA	Training Attendance	830.31	6
Guthridge, C	Administrative Law Judge	Rehoboth Beach, DE	Conference Attendance	374.37	3

Hutchins, J	Program Assistant	Nashville, TN	Conference Attendance	1,158.04	6
Hutchins, J	Program Assistant	SF-1164	Local Voucher	16.50	
Office of Equal Employment Opportunity					
Cantor,	Director of EEO	SF-1164	Local Voucher	22.50	
Cantor, C	Director of EEO	San Juan Bautista, CA	Conference Attendance	688.55	6
Cantor,	Director of EEO	San Diego, CA	Conference Attendance	1,390.95	8
Cantor, C	Director of EEO	Boston, MA	Conference Attendance	511.80	5
Cantor,	Director of EEO	FT. Lauderdale, FL	Site Visit	1,226.71	5
Cantor, C	Director of EEO	Denver, CO	Conference Attendance	1,742.80	5
Burwell, S	Director of Information Technology	SF-1164	Local Voucher	27.00	
Office of Inspector General					
Trzeciak, A	Program Manager (IG)	Virginia Beach, VA	Training Attendance	982.06	6
Trzeciak, A	Program Manager (IG)	Gettysburg, PA	Conference Attendance	346.39	3
Trzeciak, A	Program Manager (IG)	Parkersburg, WV	Investigation	626.82	4
Trzeciak, A	Program Manager (IG)	SF-1164	Local Voucher	55.97	
Hicks, B	Auditor (Assistant IG)	Shepherds Town, PA	Training Attendance	345.50	10
Hicks, B	Auditor (Assistant IG)	Virginia Beach, VA	Conference Attendance	938.68	4
Office of Operations					
Carey, J	Area Representative	Los Angeles, CA	Other - House Hunting	6,621.69	6
Duncan-Lira, D	PMF	Shepherds Town, PA	Training Attendance	381.92	3
Duncan-Lira, D	PMF	King's Point, VA	Training Attendance	1,855.62	8
Duncan-Lira, D	PMF	Miami, FL	Site Visit	1,683.21	6
Schmitt, A	Program Manager (Director of Operations)	Manhattan, NY	Training Attendance	1,436.28	3
Schmitt, A	Program Manager (Director of Operations)	Miami, FL	Site Visit	2,364.33	5
Area Reps	Area Representative	Motor Pool	Rental Cars for Area Representatives	17,726.00	
New York Office					
Castellano, J	Area Representative	Washington, DC	Training Attendance	386.06	3
Castellano, J	Area Representative	Washington, DC	Conference Attendance	1,593.50	5
Castellano, J	Area Representative	SF-1164	Local Voucher	62.90	
Castellano, J	Area Representative	SF-1164	Local Voucher	44.35	
Mingione, E	Area Representative	SF-1164	Local Voucher	340.50	
Mingione, E	Area Representative	SF-1164	Local Voucher	525.50	
Mingione, E	Area Representative	SF-1164	Local Voucher	411.50	
Mingione, E	Area Representative	SF-1164	Local Voucher	386.50	
Mingione, E	Area Representative	Washington, DC	Conference Attendance	1,247.33	5
New Orleans Office					
Kellogg, A	Area Representative	Houston, TX	Investigation	1,012.20	4
Kellogg, A	Area Representative	Houston, TX	Examination	801.21	3
Kellogg, A	Area Representative	Houston, TX	Investigation	784.69	3
Kellogg, A	Area Representative	Houston, TX	Investigation	799.08	3
Kellogg, A	Area Representative	Point Clear, AL	Conference Attendance	679.76	3

Kellogg, A	Area Representative	Houston, TX	Investigation	1,287.72	5
Kellogg, A	Area Representative	Houston, TX	Investigation	814.19	2
Kellogg, A	Area Representative	Washington, DC	Conference Attendance	1,593.11	5
South Florida Office					
Margolis, A	Area Representative	Tampa, FL	Investigation	1,291.73	6
Margolis, A	Area Representative	ST. Petersburg, FL	Conference Attendance	1,076.94	5
Margolis, A	Area Representative	Chicago, IL	Investigation	1,604.09	5
Margolis, A	Area Representative	Chicago, IL	Investigation	1,752.46	5
Margolis, A	Area Representative	SF-1164	Local Voucher	46.50	
Mintz, E	Area Representative	Washington, DC	Conference Attendance	1,325.33	5
Mintz, E	Area Representative	SF-1164	Local Voucher	21.50	
Mintz, E	Area Representative	SF-1164	Local Voucher	52.53	
Mintz, E	Area Representative	ST. Petersburg, FL	Conference Attendance	954.05	3
Mintz, E	Area Representative	Washington, DC	Conference Attendance	1,498.36	5
Los Angeles Office					
Clark, O	Area Representative	Irvine, CA	Conference Attendance	620.02	4
Clark, O	Area Representative	SF-1164	Local Voucher	190.50	
Clark, O	Area Representative	SF-1164	Local Voucher	25.85	
Clark, O	Area Representative	Chandler, AZ	Conference Attendance	1,077.60	4
Clark, O	Area Representative	Washington, DC	Conference Attendance	1,518.33	4
Houston Office					
Zezima, D	Area Representative	Washington, DC	Conference Attendance	1,762.86	4
Zezima, D	Area Representative	SF-1164	Local Voucher	281.74	
Seattle Office					
Moneck, M	Area Representative	Irvine, CA	Conference Attendance	953.74	3
Moneck, M	Area Representative	SF-1164	Local Voucher	328.22	
Moneck, M	Area Representative	San Francisco, CA	Investigation	1,448.37	5
Moneck, M	Area Representative	Portland, OR	Investigation	578.08	2
Moneck, M	Area Representative	SF-1164	Local Voucher	382.05	
Moneck, M	Area Representative	SF-1164	Local Voucher	682.15	
Moneck, M	Area Representative	Portland, OR	Information Meeting	197.32	1
Moneck, M	Area Representative	Washington, DC	Conference Attendance	1,439.13	4
Moneck, M	Area Representative	SF-1164	Local Voucher	324.89	
Bureau of Trade Analysis					
Blair, R	Industry Economist	Brussels, BEL	Conference Attendance	2,116.59	3
Blair, R	Industry Economist	Virginia Beach, VA	Conference Attendance	258.88	4
Blair, R	Industry Economist	San Francisco, CA	Information Meeting	1,510.00	5
Carr, F	Program Manager, (Director, BTA)	Norfolk, VA	Speech/Presentation	384.45	1
Carr, F	Program Manager, (Director, BTA)	London, GB	Conference Attendance	2,872.72	5
Chambers, M	Industry Economist	Norfolk, VA	Conference Attendance	298.40	1
Pearson, R	Industry Economist	Long Beach, CA	Conference Attendance	1,267.56	5
Pearson, R	Industry Economist	Virginia Beach, VA	Conference Attendance	608.98	1
Pearson, R	Industry Economist	Los Angeles, CA	Investigation	1,396.40	6
Uhlendorf, S	Program Support Specialist	Clear Water, FL	Training Conference	970.46	3
Worden, E	Industry Economist	Long Beach, CA	Conference Attendance	1,458.28	9
Worden, E	Industry Economist	SF-1164	Local Voucher	25.35	

Bureau of Certification & Licensing					
Freibert, R	Supervisory Transportation Specialist	Irvine, CA	Conference Attendance	1,089.71	4
Freibert, R	Supervisory Transportation Specialist	Chandler, AZ	Conference Attendance	1,591.44	4
Freibert, R	Supervisory Transportation Specialist	SF-1164	Local Voucher	34.50	
Hull, Aline	Industry Analyst	King's Point, NY	Training Attendance	1,698.20	6
Gravitt, T	Transportation Industry Analyst	Providence, RI	Conference Attendance	1,134.63	5
Johnson, J	Special Assistant	Nashville, TN	Conference Attendance	1,237.11	5
Johnson, J	Special Assistant	Providence, RI	Conference Attendance	1,407.17	5
Kusumoto, S	Program Manager, (Director, BCL)	San Francisco, CA	Information Meeting	1,667.81	6
Singletary, T	Industry Analyst	Charleston, SC	Conference Attendance	1,520.30	5
Singletary, T	Industry Analyst	Providence, RI	Conference Attendance	1,106.63	4
Shook, A	Industry Analyst	King's Point, NY	Training Attendance	1,425.05	5
Trotter, A	Supervisory Transportation Specialist	Miami, FL	Conference Attendance	1,331.75	3
Trotter, A	Supervisory Transportation Specialist	SF-1164	Local Voucher	28.00	
FitzGibbon, T	Industry Analyst	SF-1164	Local Voucher	57.50	
Bureau of Enforcement					
Berestov, J	Trial Attorney (General)	Lake Buena Vista, CA	Conference Attendance	1,265.68	4
Berestov, J	Trial Attorney (General)	Los Angeles, CA	Investigation	1,550.90	6
Carey, J	Area Representative	Chicago, IL	Investigation	1,393.21	5
Carey, J	Area Representative	Los Angeles, CA	Investigation	1,612.15	6
Carey, J	Area Representative	SF-1164	Local Voucher	126.50	
Carey, J	Area Representative	SF-1164	Local Voucher	454.67	
Carley, M	Area Representative	Los Angeles, CA	Investigation	1,724.93	9
Hill, V	Supervisory Trial Attorney (Director)	Los Angeles, CA	Investigation	1,448.40	6
Hill, V	Supervisory Trial Attorney (Director)	Richmond, VA	Hearing	202.38	3
Hill, V	Supervisory Trial Attorney (Director)	Miami, FL	Site Visit	1,933.04	4
Hill, V	Supervisory Trial Attorney (Director)	Chandler, AZ	Conference Attendance	1,359.83	4
Hill, V	Supervisory Trial Attorney (Director)	Chicago, IL	Investigation	656.74	1
Hill, V	Supervisory Trial Attorney (Director)	Los Angeles, CA	Investigation	1,052.70	5
Hoang, M	Trial Attorney (General)	Cherry Hill, NJ	Training Attendance	196.40	1
Hoang, M	Trial Attorney (General)	Maple Shade, NJ	Training Attendance	206.10	1
Holland, E	Trial Attorney (General)	Chicago, IL	Investigation	703.76	1
Holland, E	Trial Attorney (General)	King's Point, NY	Training Attendance	1,559.96	5
Quadrino, G	Trial Attorney (Deputy Director)	Los Angeles, CA	Investigation	1,703.19	6

Office of Administration					
Scarbrough, D	Program Manager (Deputy Director, OA/CIO)	Manhattan, NY	Other - Long Term Assign	1,187.42	3
Scarbrough, D	Program Manager (Deputy Director, OA/CIO)	Baltimore, MD	Other - Long Term Assign	1,684.25	43
Scarbrough, D	Program Manager (Deputy Director, OA/CIO)	Baltimore, MD	Other - Long Term Assign	5,407.56	23
Scarbrough, D	Program Manager (Deputy Director, OA/CIO)	Baltimore, MD	Other - Long Term Assign	3,094.16	26
Scarbrough, D	Program Manager (Deputy Director, OA/CIO)	Baltimore, MD	Other - Long Term Assign	1,062.42	14
Scarbrough, D	Program Manager (Deputy Director, OA/CIO)	SF-1164	Local Voucher	90.73	
Scarbrough, D	Program Manager (Deputy Director, OA/CIO)	SF-1164	Local Voucher	87.26	
Scarbrough, D	Program Manager (Deputy Director, OA/CIO)	SF-1164	Local Voucher	86.85	
Scarbrough, D	Program Manager (Deputy Director, OA/CIO)	SF-1164	Local Voucher	89.15	
Scarbrough, D	Program Manager (Deputy Director, OA/CIO)	SF-1164	Local Voucher	325.36	
Scarbrough, D	Program Manager (Deputy Director, OA/CIO)	SF-1164	Local Voucher	91.15	
Scarbrough, D	Program Manager (Deputy Director, OA/CIO)	SF-1164	Local Voucher	36.80	
Scarbrough, D	Program Manager (Deputy Director, OA/CIO)	SF-1164	Local Voucher	91.81	
Scarbrough, D	Program Manager (Deputy Director, OA/CIO)	Orange County, CA	Conference Attendance	1,894.89	5
Bell, V	Attorney Advisor (General)	SF-1164	Local Voucher	29.50	
Office of Information Technology					
Burwell, S	Director of Information Technology	SF-1164	Local Voucher	107.18	
Burwell, S	Director of Information Technology	SF-1164	Local Voucher	144.60	
Burwell, S	Director of Information Technology	SF-1164	Local Voucher	21.50	
Woods, J	IT Security Officer	Orlando, FL	Conference Attendance	1,408.39	3
Office of Human Resources					
Charbonneau, H	Director of Human Resources	SF-1164	Local Voucher	43.00	
Charbonneau, H	Director of Human Resources	Warrenton, VA	Conference Attendance	76.88	3
Charbonneau, H	Director of Human Resources	SF-1164	Local Voucher	312.50	
Charbonneau, H	Director of Human Resources	SF-1164	Local Voucher	343.50	
Kaplan, D	Human Resources Specialist	Pittsburgh, PA	Training Attendance	1,368.89	4

Fisher, W	Human Resources Specialist	Nashville, TN	Conference Attendance	1,201.89	6
McPherson, M	Human Resources Specialist	SF-1164	Local Voucher	28.50	
McPherson, M	Human Resources Specialist	SF-1164	Local Voucher	23.50	
McPherson, M	Human Resources Specialist	Nashville, TN	Conference Attendance	1,346.68	6
Robinson, A	Human Resources Specialist	SF-1164	Local Voucher	116.18	
Office of Financial Management					
Douglass, K	Director of Financial Management	SF-1164	Local Voucher	52.50	
McIlwain, L	Financial Specialist	SF-1164	Local Voucher	41.42	
McIlwain, L	Financial Specialist	SF-1164	Local Voucher	40.08	
Office of Management Services					
Overhead	Overhead	Metro Smartrip/farecards		200.00	
Overhead	Overhead	Metro Smartrip/farecards		300.00	
Story, D	Management Analyst	Houston, TX	Training Attendance	978.15	5
Story, D	Management Analyst	Houston, TX	Site Visit	950.70	3
TOTAL				**$186,475.86**	**629**

Travel Report

FY 2008 @ 3/31/08

Name	Title	Destination	Purpose	Total Expense	Days Traveled
Office of the Commissioners					
Anderson, A	Commissioner	Tampa, FL	Information Meeting	970.70	2
Anderson, A	Commissioner	Tallahassee, FL	Information Meeting	888.13	2
Anderson, A	Commissioner	West Palm, FL	Conference Attendance	424.85	2
Creel, H	Commissioner	Charleston, SC	Information Meeting	1,357.68	3
Office of the Secretary					
Fitzgibbon		SF-1164	Local Voucher	6.50	
Office of Consumer Affairs & Dispute Resolution Services					
Delacruz, Z	Attorney Advisor (General)	Woodstock, VT	Conference Attendance	1,659.26	4
Gartlan, J	Attorney Advisor	Woodstock, VT	Conference Attendance	1,043.55	4
Murphy, R	Attorney Advisor - Director, OCADRS	Denver, CO	Conference Attendance	1,804.46	4
Murphy, R	Attorney Advisor - Director, OCADRS	Orlando, FL	Conference Attendance	1,564.70	5
Bell, V	Attorney Advisor	Manhattan, NY	Training Attendance	1,179.06	3
Office of General Counsel					
Larson, A	General Counsel	Chicago, IL	Conference Attendance	854.05	3
Marvin, L	Attorney Advisor (General)	SF-1164	Local Voucher	56.50	
Office of the Inspector General					
Trzeciak, A	Inspector General	New Port News, VA	Conference Attendance	566.13	2
New York Office - AR					
Castello, J	Area Representative	SF-1164	Local Voucher	56.50	
Mingione, E	Area Representative	SF-1164	Local Voucher	349.50	
New Orleans Office - AR					
Kellogg, A	Area Representative	Houston, TX	Investigation	900.59	3
Kellogg, A	Area Representative	Dallas, TX	Training Attendance	693.18	3
Kellogg, A	Area Representative	Dallas, TX	Investigation	762.39	3
Kellogg, A	Area Representative	Houston, TX	Information Meeting	897.60	3
Kellogg, A	Area Representative	Memphis, TN	Conference Attendance	1,144.93	3
South Florida Office - AR					
Margolis, A	Area Representative	Chicago, IL	Investigation	1,512.47	4

Margolis, A		Tampa, FL/Orlando, FL	Investigation	1,739.90	6
Margolis, A	Area Representative	Orlando, FL	Conference Attendance	1,028.00	4
Mintz, E	Area Representative	Atlanta, GA	Investigation	1,506.88	5
Los Angeles Office - AR					
Clark, O	Area Representative	Denver, CO	Conference Attendance	1,169.38	4
Houston Office - AR					
Zezima, D	Area Representative	New Orleans, LA	Conference Attendance	545.95	3
Zezima, D	Area Representative	Austin, TX	Investigation	13.50	1
Zezima, D	Area Representative	Beaumont, TX	Investigation	13.50	1
Zezima, D	Area Representative	Dallas, TX	Investigation	352.78	3
Zezima, D	Area Representative	Dallas, TX	Investigation	415.41	3
Seattle Office - AR					
Moneck, M	Area Representative	Denver, CO	Conference Attendance	1,045.38	4
Moneck, M	Area Representative	SF-1164	Local Voucher	,250.49	
Bureau of Trade Analysis					
Fenneman, R	Program Manager (Deputy Director, BTA)	SF-1164	Local Voucher	28.50	
Carr, F	Program Manager (Director, BTA)	SF-1164	Local Voucher	17.50	
Raedeke, M	Processing Assistance	SF-1164	Local Voucher	52.50	
Raedeke, M	Processing Assistance	SF-1164	Local Voucher	38.50	
Doughty, K	Industry Analyst	Kings Point, NY	Training Attendance	1,583.05	6
Pearson, R	Industry Economist	Los Angeles, CA	Conference Attendance	2,472.35	6
Worden, E	Industry Economist	Long Beach, CA	Conference Attendance	1,802.50	8
Bureau of Certification & Licensing					
Freibert, R	Supervisory Transportation Specialist	Denver, CO	Conference Attendance	1,066.32	5
Freibert, R	Supervisory Transportation Specialist	Miami, FL	Conference Attendance	997.12	3
Hull, A	Industry Analyst	Miami, FL	Conference Attendance	836.38	3
Sinko, A	Industry Analyst	Kings Point, NY	Training Attendance	1,553.50	6
Danoff, S	Industry Analyst	Kings Point, NY	Training Attendance	1,508.23	6
Bureau of Enforcement					
Hill, V	Supervisory Trail Attorney (Director, BOE)	Boston, MA	Investigation	2,138.95	3
Hill, V	Supervisory Trail Attorney (Director, BOE)	Miami, FL	Investigation	1,024.01	3
Hill, V	Supervisory Trail Attorney (Director, BOE)	Denver, CO	Conference Attendance	1,479.45	5
Hill, V	Supervisory Trail Attorney (Director, BOE)	Chicago, IL	Investigation	1,144.55	3

Backman, T	Trial Attorney (General)	Kings Point, NY	Training Attendance	1,584.50	6
Holland, E	Trial Attorney (General)	Manhattan, NY	Investigation	992.00	3
Holland, E	Trial Attorney (General)	Fort Lauderdale, FL	Investigation	1,120.18	3
Carey, J	Area Representative	Chicago, IL	Investigation	1,208.76	4
Motor Pool	Motor Pool	GSA Rental	Motor Pool	15,000.00	*
Quadrino, G	Trial Attorney (Deputy Director)	Los Angeles, CA	Conference Attendance	2,162.10	6
Office of Human Resources					
Kaplan, D	Human Resources Specialist	New Orleans, LA	Conference Attendance	1,357.40	4
McPherson, M	Human Resources Specialist	SF-1164	Local Voucher	23.50	
Charbonneau, H	Director of Human Resources	Warrenton, VA	Conference Attendance	59.09	1
Office of Financial Management					
Davis, J	Financial Specialist	SF-1164	Local Voucher	6.50	
Overhead					
Citibank Rebate				(169.30)	
Totals				**$67,862.04**	**171**

Awards

21. In table format, please list the dollar amount requested in the Congressional Justification for "Awards" for FY 1999 through FY 2009. In the same table, please list the actual funding level for "Awards" for FY 1999 through FY 2008.

Awards Funding		
Fiscal Year	**Congressional Request**	**Actual Funding Level (rounded to $000)**
FY99	$ -	$ 30,000
FY00	$ -	$ -
FY01	$ -	$ 215,000
FY02	$ -	$ 342,000
FY03	$ -	$ 305,000
FY04	$ -	$ -
FY05	$ -	$ 553,000
FY06	$ -	$ 435,000
FY07	$ -	$ 374,000
FY08	$ -	$ -
FY09	$ -	$ -

22. Please describe how the FMC grants awards. Is there a minimum or maximum amount awarded per person?

The Commission is a very small agency, and utilizes awards as one means to retain and reward its staff for conducting the agency's numerous statutorily mandated programs. Each year in its initial funding request to OMB, the Commission includes funds for awards. Generally, such funding does not survive the passback process, as more pressing needs must take precedence within the funding level provided in a passback and award funding can only be considered should savings materialize during a fiscal year. Thus, when we submit our funding request to Congress, the Commission usually does not include funds for awards. However, during a fiscal year certain funds become available which had been budgeted but not expended (e.g., unanticipated vacancies and lapses in hiring of replacement staff). Also during a fiscal year, previously unidentified requirements and unmet needs are identified for which savings could be spent. The Commission considers how best to address the needs of the agency with such savings as have accumulated.

The Commission's process for granting awards is in accordance with Title 5, United States Code, Title 5 of the Code of Federal Regulations, and Office of

Personnel Management guidelines. Guidelines are set out in an internal Commission policy on performance and incentive awards.

Senior Executive Service: The total amount of performance awards paid during a fiscal year to all SES members may not exceed the greater of 10% of aggregate career SES rates of basic pay as of the end of the fiscal year in which award payments are made or 20% of the average annual rates of basic pay for career SES appointees as of the end of the fiscal year prior to the fiscal year in which award payments are made. Historically, the Commission has established award pools using the 10 percent aggregate basic pay figure. Further, no individual SES member may be paid more than 20% of that person's SES rate of basic pay as of the end of the performance appraisal period.

Staff: Performance awards for a summary performance rating of Outstanding may be recognized by over three percent up to five percent of basic pay as of the date the award is submitted; a summary performance rating of Highly Successful may be recognized by over one percent up to three percent of basic pay as of the date the award is submitted; a summary performance rating of Fully Successful may be recognized by up to one percent of basic pay as of the date the award is submitted. Awards of between four and five percent (Outstanding) and between two and three percent (Highly Successful) should be the exception. Percentages may be reduced due to budget constraints.

Special Act: On rare occasions the Commission recognizes special acts with a monetary award, with recognition based on the extent and scope of the contribution, its significance, and the programs affected. Although possible dollar amounts can range from $100 to $10,000 (or higher, with OPM approval), in practice the awards generally have been in the moderate hundreds to several thousand dollar range.

Other awards: The Commission authorizes other performance awards which involve direct and indirect costs to the agency, e.g., quality step increases (QSI) and time off with pay awards, and grants other awards which are non-monetary in nature, e.g., career service emblems, retirement plaques. Given the continuing budget impact, QSI's are rarely requested/approved.

23. In FY 2006, the FMC spent $435,000 on awards for 121 FTEs. This despite the fact that the FY 2006 Congressional Justification included no monies for awards. Please provide a breakdown of the awards in table format showing the title of the recipient, dollar amount received, and the reason for the award for all $435,000. If a recipient has more than one title and received multiple awards based on multiple duties, please combine the information to form one row per person.

FY 2006 Awards Disbursements

Title		Amount	Reason
Program Assistant (Typing)	$	1,800.00	Performance Award FY06
Project Specialist	$	2,700.00	Performance Award FY06
Information Technology Specialist	$	800.00	Performance Award FY06
Special Assistant to Exec Director	$	5,073.00	Performance Award FY06
Office Automation Clerk	$	265.00	Performance Award FY06
Financial Specialist	$	3,028.00	Performance Award FY06
Attorney Advisor General	$	3,100.00	Performance Award FY06
Trial Attorney (General)	$	3,400.00	Performance Award FY06
Supervisory Transportation Specialist	$	4,534.00	Performance Award FY06
Industry Economist	$	3,700.00	Performance Award FY06
Transportation Specialist	$	2,900.00	Performance Award FY06
Information Processing Assistant (Typing)	$	464.00	Performance Award FY06
Supervisory Information Technology	$	4,399.00	Performance Award FY06
Director EEO	$	3,135.00	Performance Award FY06
Area Representative	$	3,400.00	Performance Award FY06
Area Representative	$	2,500.00	Performance Award FY06
Program Manager	$	18,579.00	Performance Award FY05 & FY06
Transportation Specialist	$	2,100.00	Performance Award FY06
Industry Economist	$	2,825.00	Performance Award FY06
Director Human Resources	$	4,525.00	Performance Award FY06
Information Processing Assistant (Typing)	$	820.00	Performance Award FY06
Trial Attorney	$	2,000.00	Performance Award FY06
Area Representative LA	$	3,375.00	Performance Award FY06
Information Processing Assistant	$	1,770.00	Performance Award FY06
Administrative Assistant	$	2,561.00	Performance Award FY06
Financial Specialist	$	1,750.00	Performance Award FY06
Program Assistant	$	1,400.00	Performance Award FY06
Information Technology Specialist	$	1,910.00	Performance Award FY06
Trial Attorney	$	2,700.00	Performance Award FY06
Attorney Advisor (Deputy)	$	3,600.00	Performance Award FY06
Attorney Advisor General	$	2,700.00	Performance Award FY06
Budget Technician	$	375.00	Performance Award FY06
Program Manager (Director)	$	18,579.00	Performance Award FY05 & FY06
Financial Manager	$	4,650.00	Performance Award FY06
Attorney Advisor General	$	1,800.00	Performance Award FY06
Attorney Advisor General	$	4,244.00	Performance Award FY06
Industry Analyst	$	2,891.00	Performance Award FY06
Supervisory Transportation Specialist	$	3,831.00	Performance Award FY06
Attorney Advisor	$	3,100.00	Performance Award FY06
Legal Assistant	$	2,000.00	Performance Award FY06
Transportation Industry Specialist	$	1,810.00	Performance Award FY06
Secretary Assistant	$	4,612.00	Performance Award FY06
Executive Assistant	$	3,713.00	Performance Award FY06
Transportation Specialist	$	2,000.00	Performance Award FY06
Program Support Specialist (PT)	$	2,300.00	Performance Award FY06
Attorney Advisor General	$	2,200.00	Performance Award FY06

Transportation Specialist	$	2,200.00	Performance Award FY06
Information Management Specialist	$	2,600.00	Performance Award FY06
Program Support Specialist	$	1,400.00	Performance Award FY06
Information Processing Assistant (Typing)	$	1,200.00	Performance Award FY06
Auditor	$	8,629.00	Performance Award FY06 & Special Act
Supervisory Trial Attorney (Dir)	$	18,579.00	Performance Award FY05 & FY06
Trial Attorney (General)	$	2,500.00	Performance Award FY06
Trial Attorney (General)	$	2,500.00	Performance Award FY06
Supervisory Transportation Specialist	$	4,535.00	Performance Award FY06
Transportation Specialist	$	1,444.00	Performance Award FY06
Attorney Advisor General	$	4,600.00	Performance Award FY06
Office Assistant	$	1,320.00	Performance Award FY06
Industry Economist	$	2,825.00	Performance Award FY06
Special Assistant	$	4,411.00	Performance Award FY06
Information Technology Specialist (Network)	$	710.00	Performance Award FY06
Area Representative NO	$	3,100.00	Performance Award FY06
Industry Analyst	$	2,947.00	Performance Award FY06
Support Services Supervisor	$	4,794.00	Performance Award FY06
Supervisory Trial Attorney (Deputy Dir)	$	5,216.00	Performance Award FY06
Transportation Specialist (Senior)	$	3,831.00	Performance Award FY06
Program Manager	$	18,579.00	Performance Award FY05 & FY06
General Counsel	$	18,579.00	Performance Award FY05 & FY06
Counsel to the Commissioner	$	3,849.00	Performance Award FY06
Special Assistant to the GC	$	3,200.00	Performance Award FY06
Area Representative SF	$	3,125.00	Performance Award FY06
Attorney Advisor General	$	3,527.00	Performance Award FY06
Management Analyst	$	2,815.00	Performance Award FY06
Budget Technician	$	750.00	Performance Award FY06
Human Resources Specialist	$	3,122.00	Performance Award FY06
Attorney Advisor General	$	4,494.00	Performance Award FY06
Special Assistant to the GC	$	2,500.00	Performance Award FY06
Area Representative NY	$	3,500.00	Performance Award FY06
Area Representative SF	$	2,950.00	Performance Award FY06
Area Representative SE	$	3,100.00	Performance Award FY06
Industry Analyst	$	2,336.00	Performance Award FY06
Attorney Advisor CADRS	$	4,612.00	Performance Award FY06
Transportation Specialist	$	3,000.00	Performance Award FY06
Counsel to the Commissioner	$	3,742.00	Performance Award FY06
Industry Economist	$	2,000.00	Performance Award FY06
Industry Economist	$	4,534.00	Performance Award FY06
Information Technology Specialist	$	1,761.00	Performance Award FY06
Trial Attorney (Deputy)	$	4,490.00	Performance Award FY06
Program Assistant	$	2,300.00	Performance Award FY06
Human Resources Specialist	$	2,689.00	Performance Award FY06
Trial Attorney (General)	$	3,500.00	Performance Award FY06
Support Services Specialist	$	2,145.00	Performance Award FY06
Transportation Specialist	$	1,327.00	Performance Award FY06
Program Manager (Deputy)	$	5,766.00	Performance Award FY06
Program Manager	$	18,579.00	Performance Award FY05 & FY06
Paralegal Specialist	$	2,200.00	Performance Award FY06

Administrative Support Clerk	$	315.00	Performance Award FY06
Transportation Specialist	$	2,500.00	Performance Award FY06
Industry Analyst	$	1,249.00	Performance Award FY06
Industry Analyst	$	3,400.00	Performance Award FY06
Management Analyst	$	3,469.00	Performance Award FY06
Counsel to the Commissioner	$	3,849.00	Performance Award FY06
Program Assistant	$	2,090.00	Performance Award FY06
Attorney Advisor General	$	2,900.00	Performance Award FY06
Supervisory Transportation Specialist	$	4,179.00	Performance Award FY06
Program Manager	$	2,065.00	Performance Award FY06
Program Support Specialist	$	2,150.00	Performance Award FY06
Secretary	$	18,579.00	Performance Award FY05 & FY06
Program Support Specialist	$	2,465.00	Performance Award FY06
Librarian	$	2,800.00	Performance Award FY06
Senior Transportation Specialist	$	3,438.00	Performance Award FY06
IT Security Officer	$	1,875.00	Performance Award FY06
Industry Economist	$	3,400.00	Performance Award FY06
	$	**435,053.00**	**Total**

Note: While funding for FY 2006 awards did not survive the OMB Passback process, the FMC's decision to fund awards for FY 2006 was reported in our FY 2008 Congressional Justification.

In FY 2005, the FMC spent $553,000 on awards for 124 FTEs. This despite the fact that the FY 2005 Congressional Justification included no monies for awards. Please provide a breakdown of the awards in table format showing the title of the recipient, dollar amount received, and the reason for the award for all $553,000. If a recipient has more than one title and received multiple awards based on multiple duties, please combine the information to form one row per person.

FY2005 Awards Disbursements

Title	Amount	Reason
Program Assistant (Typing)	$ 3,500.00	Performance Award FY04 & FY05
Project Specialist	$ 4,486.00	Performance Award FY04 & FY05
Information Technology Specialist	$ 1,852.00	Performance Award FY04 & FY05
Special Assistant to Exec Director	$ 8,335.00	Performance Award FY04 & FY05
Financial Specialist	$ 5,000.00	Performance Award FY04 & FY05
Trial Attorney (General)	$ 4,589.00	Performance Award FY04 & FY05
Supervisory Transportation Specialist	$ 8,300.00	Performance Award FY04 & FY05
Transportation Specialist	$ 5,800.00	Performance Award FY04 & FY05
Information Processing Assistant (Typing)	$ 727.00	Performance Award FY04 & FY05
Supervisory Information Technology	$ 5,829.00	Performance Award FY04 & FY05
Area Representative	$ 5,000.00	Performance Award FY04 & FY05
Area Representative	$ 3,300.00	Performance Award FY04 & FY05
Program Manager	$ 8,670.00	Performance Award FY04 & FY05
Transportation Specialist	$ 3,005.00	Performance Award FY04 & FY05
Industry Economist	$ 6,100.00	Performance Award FY04 & FY05
Director Human Resources	$ 7,383.00	Performance Award FY04 & FY05
Information Processing Assistant (Typing)	$ 1,583.00	Performance Award FY04 & FY05
Trial Attorney	$ 4,373.00	Performance Award FY04 & FY05
Area Representative LA	$ 7,150.00	Performance Award FY04 & FY05
Information Processing Assistant	$ 3,163.00	Performance Award FY04 & FY05
Administrative Assistant	$ 4,307.00	Performance Award FY04 & FY05
Financial Specialist	$ 3,816.00	Performance Award FY04 & FY05
Program Assistant	$ 2,028.00	Performance Award FY04 & FY05
Information Technology Specialist	$ 3,530.00	Performance Award FY04 & FY05
Trial Attorney	$ 2,745.00	Performance Award FY04 & FY05
Attorney Advisor General	$ 5,100.00	Performance Award FY04 & FY05
Attorney Advisor (Deputy)	$ 5,978.00	Performance Award FY04 & FY05
Attorney Advisor General	$ 1,550.00	Performance Award FY04 & FY05
Budget Technician	$ 645.00	Performance Award FY04 & FY05
Program Manager (Director)	$ 8,670.00	Performance Award FY04 & FY05
Human Resources Specialist	$ 3,524.00	Performance Award FY04 & FY05
Financial Manager	$ 7,485.00	Performance Award FY04 & FY05
PMF	$ -	Performance Award FY04 & FY05
Commissioner	$ -	Performance Award FY04 & FY05
Office Assistant (Typing)	$ 2,640.00	Performance Award FY04 & FY05

Attorney Advisor General	$	3,680.00	Performance Award FY04 & FY05
Attorney Advisor General	$	6,700.00	Performance Award FY04 & FY05
Industry Analyst	$	2,624.00	Performance Award FY04 & FY05
Supervisory Transportation Specialist	$	7,031.00	Performance Award FY04 & FY05
Attorney Advisor	$	2,600.00	Performance Award FY04 & FY05
Law Clerk	$	-	Performance Award FY04 & FY05
Legal Assistant	$	2,859.00	Performance Award FY04 & FY05
Transportation Industry Specialist	$	3,653.00	Performance Award FY04 & FY05
Secretary Assistant	$	7,650.00	Performance Award FY04 & FY05
Executive Assistant	$	5,684.00	Performance Award FY04 & FY05
Transportation Specialist	$	3,782.00	Performance Award FY04 & FY05
Administrative Law Judge	$	-	Performance Award FY04 & FY05
Program Support Specialist (PT)	$	-	Performance Award FY04 & FY05
Attorney Advisor General	$	4,286.00	Performance Award FY04 & FY05
Transportation Specialist	$	4,060.00	Performance Award FY04 & FY05
Information Management Specialist	$	3,900.00	Performance Award FY04 & FY05
Program Support Specialist	$	2,443.00	Performance Award FY04 & FY05
Information Processing Assistant (Typing)	$	2,100.00	Performance Award FY04 & FY05
Auditor	$	4,853.00	Performance Award FY04 & FY05
Supervisory Trial Attorney (Dir)	$	8,670.00	Performance Award FY04 & FY05
Supervisory Transportation Specialist	$	8,300.00	Performance Award FY04 & FY05
Transportation Specialist	$	2,993.00	Performance Award FY04 & FY05
Attorney Advisor General	$	7,520.00	Performance Award FY04 & FY05
Office Assistant	$	2,513.00	Performance Award FY04 & FY05
Information Processing Assistant (Typing)	$	1,477.00	Performance Award FY04 & FY05
Industry Economist	$	7,500.00	Performance Award FY04 & FY05
Special Assistant	$	7,883.00	Performance Award FY04 & FY05
Information Technology Specialist (Network)	$	1,060.00	Performance Award FY04 & FY05
Area Representative NC	$	4,575.00	Performance Award FY04 & FY05
Industry Analyst	$	3,905.00	Performance Award FY04 & FY05
Support Services Supervisor	$	7,618.00	Performance Award FY04 & FY05
Supervisory Trial Attorney (Deputy Dir)	$	9,409.00	Performance Award FY04 & FY05
Transportation Specialist (Senior)	$	750.00	Performance Award FY04 & FY05
Program Manager (Inspector Gen)	$	3,495.00	Performance Award FY04 & FY05
Program Manager	$	8,670.00	Performance Award FY04 & FY05
General Counsel	$	7,982.00	Performance Award FY04 & FY05
Counsel to the Commissioner	$	6,000.00	Performance Award FY04 & FY05
Special Assistant to the GC	$	4,979.00	Performance Award FY04 & FY05
Area Representative SF	$	6,615.00	Performance Award FY04 & FY05
Attorney Advisor General	$	4,900.00	Performance Award FY04 & FY05
Management Analyst	$	3,067.00	Performance Award FY04 & FY05
Human Resources Specialist	$	3,903.00	Performance Award FY04 & FY05
Attorney Advisor General	$	7,231.00	Performance Award FY04 & FY05
Special Assistant to the GC	$	5,323.00	Performance Award FY04 & FY05
Area Representative NY	$	6,515.00	Performance Award FY04 & FY05
Area Representative SF	$	4,418.00	Performance Award FY04 & FY05
Area Representative SE	$	6,465.00	Performance Award FY04 & FY05
Industry Analyst	$	4,100.00	Performance Award FY04 & FY05
Attorney Advisor CADRS	$	8,926.00	Performance Award FY04 & FY05
Transportation Specialist	$	5,700.00	Performance Award FY04 & FY05

Counsel to the Commissioner	$ 5,708.00	Performance Award FY04 & FY05
Industry Economist	$ 1,400.00	Performance Award FY04 & FY05
Information Technology Specialist	$ 4,493.00	Performance Award FY04 & FY05
Trial Attorney (Deputy)	$ 8,062.00	Performance Award FY04 & FY05
Program Assistant	$ 3,798.00	Performance Award FY04 & FY05
Human Resources Specialist	$ 3,074.00	Performance Award FY04 & FY05
Trial Attorney (General)	$ 506.00	Performance Award FY04 & FY05
Trial Attorney (General)	$ 3,006.00	Performance Award FY04 & FY05
Support Services Supervisor	$ 3,450.00	Performance Award FY04
Support Services Specialist	$ 3,470.00	Performance Award FY04 & FY05
Transportation Specialist	$ 3,782.00	Performance Award FY04 & FY05
Program Manager (Deputy)	$ 10,292.00	Performance Award FY04 & FY05
Program Manager	$ 8,670.00	Performance Award FY04 & FY05
Program Manager (Deputy)	$ 6,420.00	Performance Award FY04 & FY05
Paralegal Specialist	$ 3,850.00	Performance Award FY04 & FY05
Administrative Support Clerk	$ 644.00	Performance Award FY04 & FY05
Transportation Specialist	$ 750.00	Performance Award FY04 & FY05
Transportation Specialist	$ 4,730.00	Performance Award FY04 & FY05
Industry Analyst	$ 3,553.00	Performance Award FY04 & FY05
Industry Analyst	$ 2,511.00	Performance Award FY04 & FY05
Paralegal Specialist	$ 1,911.00	Performance Award FY04 & FY05
Industry Analyst	$ 5,600.00	Performance Award FY04 & FY05
PMI	$ 1,626.00	Performance Award FY04
Management Analyst	$ 4,201.00	Performance Award FY04 & FY05
Counsel to the Commissioner	$ 6,279.00	Performance Award FY04 & FY05
Program Assistant	$ 2,625.00	Performance Award FY04 & FY05
Attorney Advisor General	$ 4,905.00	Performance Award FY04 & FY05
Supervisory Transportation Specialist	$ 7,670.00	Performance Award FY04 & FY05
Program Support Specialist	$ 3,400.00	Performance Award FY04 & FY05
Secretary	$ 8,670.00	Performance Award FY04 & FY05
Program Support Specialist	$ 4,700.00	Performance Award FY04 & FY05
Librarian	$ 1,900.00	Performance Award FY04 & FY05
Senior Transportation Specialist	$ 6,219.00	Performance Award FY04 & FY05
IT Security Officer	$ 2,247.00	Performance Award FY04 & FY05
Industry Economist	$ 7,500.00	Performance Award FY04 & FY05
	$ 11,129.00	Accrued Awards-Related Benefits
	$ 553,281.00	

Note: While funding for FY 2005 awards did not survive the OMB Passback process, the FMC's decision to fund awards for FY 2005 was reported in our FY 2007 Congressional Justification.

24. In FY 2003, the FMC spent $305,000 on awards for 129 FTEs. Please provide a breakdown of the awards in table format showing the title of the recipient, dollar amount received, and the reason for the award for all $305,000. If a recipient has more than one title and received multiple awards based on multiple duties, please combine the information to form one row per person.

FY2003 Awards Disbursements

Title		Amount	Reason
Program Assistant (Typing)	$	1,463.00	Performance Award FY03
Project Specialist	$	2,200.00	Performance Award FY03
Industry Economist	$	515.00	Performance Award FY03
Special Assistant to Exec Director	$	2,171.00	Performance Award FY03
Financial Specialist	$	3,640.00	Performance Award FY03 & Special Act or Service
Trial Attorney (General)	$	2,000.00	Performance Award FY03
Supervisory Transportation Specialist	$	3,400.00	Performance Award FY03
Director of EEO	$	3,040.00	Performance Award FY03
Supervisor Information Technology	$	2,171.00	Performance Award FY03
Transportation Specialist	$	2,000.00	Performance Award FY03
Information Processing Assistant (Typing)	$	700.00	Performance Award FY03
Trial Attorney (General)	$	2,440.00	Performance Award FY03
Area Representative	$	2,200.00	Performance Award FY03
Area Representative	$	500.00	Performance Award FY03
Program Manager	$	12,980.00	Performance Award FY03
Transportation Specialist	$	1,224.00	Performance Award FY03
Information Processing Assistant	$	250.00	Performance Award FY03
Director Human Resources	$	3,040.00	Performance Award FY03
Information Processing Assistant (Typing)	$	250.00	Performance Award FY03
Trial Attorney	$	1,250.00	Performance Award FY03
Area Representative LA	$	3,200.00	Performance Award FY03
Special Advisor	$	1,983.00	Performance Award FY03
Information Processing Assistant	$	824.00	Performance Award FY03
Administrative Assistant	$	1,789.00	Performance Award FY03
Financial Specialist	$	1,800.00	Performance Award FY03
Program Assistant	$	1,100.00	Performance Award FY03
Information Technology Specialist	$	1,066.00	Performance Award FY03
Trial Attorney	$	600.00	Performance Award FY03
Attorney Advisor (General)	$	2,500.00	Performance Award FY03
Attorney Advisor (Deputy)	$	2,500.00	Performance Award FY03
Attorney Advisor General	$	1,500.00	Performance Award FY03
Budget Technician	$	269.00	Performance Award FY03
Program Manager (Director)	$	13,000.00	Performance Award FY03
Human Resources Specialist	$	1,606.00	Performance Award FY03
Financial Manager	$	4,540.00	Performance Award FY03 & Special Act or Service
Information Technology Specialist	$	1,077.00	Performance Award FY03
Transportation Specialist	$	2,000.00	Performance Award FY03
Attorney Advisor General	$	2,191.00	Performance Award FY03

Supervisory Transportation Specialist	$	3,637.00	Performance Award FY03
Attorney Advisor General	$	2,000.00	Performance Award FY03
Supervisory Transportation Specialist	$	2,939.00	Performance Award FY03
Information Technology Specialist	$	2,644.00	Performance Award FY03
Legal Assistant	$	1,675.00	Performance Award FY03
Transportation Industry Specialist	$	1,785.00	Performance Award FY03
Secretary Assistant	$	3,700.00	Performance Award FY03
Executive Assistant	$	2,175.00	Performance Award FY03
Transportation Specialist	$	1,224.00	Performance Award FY03
Transportation Specialist	$	1,270.00	Performance Award FY03
Information Management Specialist	$	1,367.00	Performance Award FY03
Program Support Specialist	$	1,400.00	Performance Award FY03
Information Processing Assistant (Typing)	$	677.00	Performance Award FY03
Trial Attorney (General)	$	4,000.00	Performance Award FY03
Supervisory Trial Attorney (Dir)	$	12,980.00	Performance Award FY03
Supervisory Transportation Specialist	$	3,500.00	Performance Award FY03
Transportation Specialist	$	1,422.00	Performance Award FY03
Attorney Advisor General	$	2,700.00	Performance Award FY03
Office Assistant	$	1,125.00	Performance Award FY03
Attorney Advisor	$	2,908.00	Performance Award FY03
Information Processing Assistant	$	963.00	Performance Award FY03
Industry Economist	$	3,300.00	Performance Award FY03
Special Assistant	$	2,200.00	Performance Award FY03
Information Technology Specialist (Network)	$	2,049.00	Performance Award FY03
Area Representative NO	$	2,000.00	Performance Award FY03
Industry Analyst	$	1,527.00	Performance Award FY03
Support Services Supervisor	$	4,310.00	Performance Award FY03 & Special Act or Service
Supervisory Trial Attorney (Deputy Dir)	$	4,000.00	Performance Award FY03
Transportation Specialist (Senior)	$	1,165.00	Performance Award FY03
Program Manager (Inspector General)	$	3,874.00	Performance Award FY03
Program Manager	$	12,980.00	Performance Award FY03
General Counsel	$	3,278.00	Performance Award FY03
Counsel to the Commissioner	$	1,490.00	Performance Award FY03
Special Assistant to the GC	$	1,606.00	Performance Award FY03
Area Representative SF	$	3,000.00	Performance Award FY03
Attorney Advisor General	$	1,800.00	Performance Award FY03
Management Analyst	$	2,540.00	Performance Award FY03 & Special Act or Service
Human Resources Specialist	$	1,771.00	Performance Award FY03
Attorney Advisor General	$	3,775.00	Performance Award FY03
Special Assistant to the GC	$	2,412.00	Performance Award FY03
Area Representative NY	$	3,000.00	Performance Award FY03
Area Representative SF	$	1,500.00	Performance Award FY03
Area Representative SE	$	3,000.00	Performance Award FY03
Industry Analyst	$	1,117.00	Performance Award FY03
Attorney Advisor CADRS	$	4,261.00	Performance Award FY03
Transportation Specialist	$	2,000.00	Performance Award FY03
Attorney Advisor (General)	$	1,500.00	Performance Award FY03
Counsel to the Commissioner	$	2,533.00	Performance Award FY03
Attorney Advisor (General)	$	2,500.00	Performance Award FY03
Insurance Examiner (Marine)	$	2,908.00	Performance Award FY03

Industry Economist	$	735.00	Performance Award FY03
Information Technology Specialist	$	2,358.00	Performance Award FY03
Trial Attorney (Deputy)	$	750.00	Performance Award FY03
Program Assistant	$	1,500.00	Performance Award FY03
Human Resources Specialist	$	1,252.00	Performance Award FY03
Support Services Supervisor	$	2,641.00	Performance Award FY03
Support Services Specialist	$	1,290.00	Performance Award FY03
Transportation Specialist	$	1,224.00	Performance Award FY03
Program Manager	$	12,980.00	Performance Award FY03
Program Manager (Deputy)	$	3,574.00	Performance Award FY03
Paralegal Specialist	$	1,750.00	Performance Award FY03
Administrative Support Clerk	$	800.00	Performance Award FY03
Transportation Specialist	$	669.00	Performance Award FY03
Transportation Specialist	$	1,303.00	Performance Award FY03
Industry Analyst	$	1,655.00	Performance Award FY03
Industry Analyst	$	988.00	Performance Award FY03
Paralegal Specialist	$	1,732.00	Performance Award FY03
Human Resources Specialist	$	1,998.00	Performance Award FY03
Industry Analyst	$	2,148.00	Performance Award FY03
PMI	$	1,243.00	Performance Award FY03
Management Analyst	$	1,397.00	Performance Award FY03
Program Assistant	$	2,192.00	Performance Award FY03 & Special Act or Service
Management Analyst	$	1,429.00	Performance Award FY03
Attorney Advisor General	$	2,200.00	Performance Award FY03
Supervisory Transportation Specialist	$	3,311.00	Performance Award FY03
Secretary	$	12,980.00	Performance Award FY03
Librarian	$	1,900.00	Performance Award FY03
Program Support Specialist	$	2,200.00	Performance Award FY03
Senior Transportation Specialist	$	2,673.00	Performance Award FY03
Industry Economist	$	3,400.00	Performance Award FY03
	$	305,275.00	

Note: While funding for FY 2003 awards did not survive the OMB Passback process, the FMC's decision to fund awards for FY 2003 was reported in our FY 2005 Congressional Justification.

25. In FY 2002, the FMC spent $342,000 on awards for 127 FTEs. Please provide a breakdown of the awards in table format showing the title of the recipient, dollar amount received, and the reason for the award for all $342,000. If a recipient has more than one title and received multiple awards based on multiple duties, please combine the information to form one row per person.

FY2002 Awards Disbursements

Title	Amount	Reason
Program Assistant (Typing)	$ 2,377.00	Performance Award FY01 & FY02
Project Specialist	$ 3,100.00	Performance Award FY01 & FY02
Industry Economist	$ 1,412.00	Performance Award FY01 & FY02
Special Assistant to Exec Director	$ 2,421.00	Performance Award FY01 & FY02
Financial Specialist	$ 2,645.00	Performance Award FY01 & FY02
Trial Attorney (General)	$ 2,750.00	Performance Award FY01 & FY02
Supervisory Transportation Specialist	$ 4,652.00	Performance Award FY01 & FY02
Director of EEO	$ 3,623.00	Performance Award FY01 & FY02
Supervisor Information Technology	$ 3,528.00	Performance Award FY01 & FY02
Transportation Specialist	$ 3,214.00	Performance Award FY01 & FY02
Information Processing Assistant (Typing)	$ 250.00	Performance Award FY02
Trial Attorney (General)	$ 4,100.00	Performance Award FY01 & FY02
Area Representative	$ 4,300.00	Performance Award FY01 & FY02
Program Manager	$ 5,970.00	Performance Award FY01
Transportation Specialist	$ 1,467.00	Performance Award FY01 & FY02
Director Human Resources	$ 6,313.00	Performance Award FY01 & FY02 & Special Act
Information Processing Assistant	$ 927.00	Performance Award FY01 & FY02
Information Processing Assistant (Typing)	$ 902.00	Performance Award FY01 & FY02
Program Assistant	$ 1,300.00	Performance Award FY01
Area Representative LA	$ 1,500.00	Performance Award FY02
Information Processing Assistant	$ 911.00	Performance Award FY01 & FY02
Administrative Assistant	$ 2,174.00	Performance Award FY01 & FY02
Financial Specialist	$ 3,000.00	Performance Award FY01 & FY02
Program Assistant	$ 1,170.00	Performance Award FY01 & FY02
Information Technology Specialist	$ 1,052.00	Performance Award FY01 & FY02
Trial Attorney	$ 300.00	Performance Award FY02
Counsel to the Commissioner	$ 1,261.00	Performance Award FY01
Attorney Advisor (General)	$ 3,700.00	Performance Award FY01 & FY02
Attorney Advisor (Deputy)	$ 2,300.00	Performance Award FY01 & FY02
Attorney Advisor General	$ 1,860.00	Performance Award FY01 & FY02
Budget Technician	$ 500.00	Performance Award FY01
Program Manager (Director)	$ 9,000.00	Performance Award FY01
Human Resources Specialist	$ 1,506.00	Performance Award FY02
Financial Manager	$ 4,348.00	Performance Award FY01 & FY02
Office Assistant (Typing)	$ 1,352.00	Performance Award FY01 & FY02
Transportation Specialist	$ 1,046.00	Performance Award FY01
Transportation Specialist	$ 3,303.00	Performance Award FY01 & FY02
Attorney Advisor General	$ 846.00	Performance Award FY02

Supervisory Transportation Specialist	$ 5,113.00	Performance Award FY01 & FY02
Attorney Advisor General	$ 3,500.00	Performance Award FY01 & FY02
Transportation Specialist	$ 832.00	Performance Award FY01
Supervisory Transportation Specialist	$ 1,274.00	Performance Award FY02
Information Technology Specialist	$ 2,409.00	Performance Award FY01 & FY02
Legal Assistant	$ 1,865.00	Performance Award FY01 & FY02
Transportation Industry Specialist	$ 2,151.00	Performance Award FY01 & FY02
Secretary Assistant	$ 1,670.00	Performance Award FY02
Executive Assistant	$ 870.00	Performance Award FY02
Transportation Specialist	$ 1,467.00	Performance Award FY01 & FY02
Transportation Specialist	$ 1,891.00	Performance Award FY01 & FY02
Program Support Specialist	$ 1,920.00	Performance Award FY01 & FY02
Information Processing Assistant (Typing)	$ 981.00	Performance Award FY01 & FY02
Trial Attorney (General)	$ 6,025.00	Performance Award FY01 & FY02
Supervisory Trial Attorney (Dir)	$ 9,000.00	Performance Award FY01
Supervisory Transportation Specialist	$ 5,440.00	Performance Award FY01 & FY02
Transportation Specialist	$ 1,759.00	Performance Award FY01 & FY02
Attorney Advisor General	$ 6,900.00	Performance Award FY01 & FY02 & Special Act
Office Assistant	$ 1,612.00	Performance Award FY01 & FY02
Attorney Advisor	$ 2,744.00	Performance Award FY01 & FY02
Information Processing Assistant	$ 1,052.00	Performance Award FY01 & FY02
Industry Economist	$ 3,894.00	Performance Award FY01 & FY02
Special Assistant	$ 4,434.00	Performance Award FY01 & FY02
Information Technology Specialist (Network)	$ 958.00	Performance Award FY02
Attorney Advisor General	$ 3,400.00	Performance Award FY01
Area Representative NO	$ 2,250.00	Performance Award FY01 & FY02
Industry Analyst	$ 2,144.00	Performance Award FY01 & FY02
Support Services Supervisor	$ 3,576.00	Performance Award FY01 & FY02
Supervisory Trial Attorney (Deputy Dir)	$ 5,796.00	Performance Award FY01 & FY02
Transportation Specialist (Senior)	$ 2,055.00	Performance Award FY01 & FY02
Program Manager (Inspector General)	$ 5,819.00	Performance Award FY01 & FY02
Attorney Advisor General	$ 500.00	Performance Award FY02
Program Manager	$ 9,000.00	Performance Award FY01
General Counsel	$ 4,500.00	Performance Award FY01 & FY02 & Special Act
Special Assistant to the GC	$ 725.00	Performance Award FY02
Area Representative SF	$ 4,100.00	Performance Award FY01 & FY02
Transportation Specialist	$ 1,125.00	Performance Award FY01
Attorney Advisor General	$ 2,075.00	Performance Award FY01
Management Analyst	$ 720.00	Performance Award FY02
Transportation Specialist	$ 3,214.00	Performance Award FY01 & FY02
Industry Economist	$ 2,110.00	Performance Award FY01 & FY02
Human Resources Specialist	$ 3,720.00	Performance Award FY01 & FY02
Attorney Advisor General	$ 5,357.00	Performance Award FY01 & FY02
Special Assistant to the GC	$ 3,957.00	Performance Award FY01 & FY02
Area Representative NY	$ 2,882.00	Performance Award FY01 & FY02
Area Representative SE	$ 4,100.00	Performance Award FY01 & FY02
Industry Analyst	$ 537.00	Performance Award FY02
Attorney Advisor CADRS	$ 6,088.00	Performance Award FY01 & FY02
Transportation Specialist	$ 3,214.00	Performance Award FY01 & FY02
Attorney Advisor (General)	$ 1,550.00	Performance Award FY01 & FY02

Counsel to the Commissioner	$ 2,115.00	Performance Award FY01 & FY02
Attorney Advisor (General)	$ 4,900.00	Performance Award FY01 & FY02 & Special Act
Special Advisor to Commissioner	$ 2,837.00	Performance Award FY01 & FY02
Insurance Examiner (Marine)	$ 4,082.00	Performance Award FY01 & FY02
Transportation Specialist	$ 348.00	Performance Award FY02
Information Technology Specialist	$ 1,033.00	Performance Award FY02
Transportation Specialist	$ 2,906.00	Performance Award FY01
Program Assistant	$ 2,177.00	Performance Award FY01 & FY02
Human Resources Specialist	$ 2,839.00	Performance Award FY01 & FY02 & Special Act
Support Services Supervisor	$ 3,870.00	Performance Award FY01 & FY02
Support Services Specialist	$ 2,378.00	Performance Award FY02
Transportation Specialist	$ 1,467.00	Performance Award FY01 & FY02
Program Manager	$ 6,275.00	Performance Award FY01
Program Manager (Deputy)	$ 5,251.00	Performance Award FY01 & FY02
Paralegal Specialist	$ 1,350.00	Performance Award FY01 & FY02
Administrative Support Clerk	$ 521.00	Performance Award FY02
Transportation Specialist	$ 250.00	Performance Award FY02
Transportation Specialist	$ 1,965.00	Performance Award FY01 & FY02
Industry Analyst	$ 627.00	Performance Award FY02
Industry Analyst	$ 348.00	Performance Award FY02
Administrative Support Clerk	$ 2,494.00	Performance Award FY01 & FY02
Human Resources Specialist	$ 2,347.00	Performance Award FY01 & FY02
Industry Analyst	$ 950.00	Performance Award FY02
Management Analyst	$ 400.00	Performance Award FY02
Program Assistant	$ 2,117.00	Performance Award FY01 & FY02
Management Analyst	$ 2,087.00	Performance Award FY01 & FY02
Attorney Advisor General	$ 4,500.00	Performance Award FY01 & FY02
Supervisory Transportation Specialist	$ 4,557.00	Performance Award FY01 & FY02
Secretary	$ 9,000.00	Performance Award FY01
Librarian	$ 2,725.00	Performance Award FY01 & FY02
Program Support Specialist	$ 3,200.00	Performance Award FY01 & FY02
Senior Transportation Specialist	$ 3,709.00	Performance Award FY01 & FY02
Industry Economist	$ 1,172.00	Performance Award FY02
Assistant Secretary	$ 4,566.00	Performance Award FY01 & FY02
	$342,018.00	

Note: While funding for FY 2002 awards did not survive the OMB Passback process, the FMC's decision to fund awards for FY 2002 was reported in our FY 2004 Congressional Justification.

Equipment

26. In table format, please list the dollar amount requested in the Congressional Justification for "Equipment" for FY 1999 through FY 2009. In the same table, please list the actual funding level for "Equipment" for FY 1999 through FY 2008.

Fiscal Year	Furniture/Equipment Funding Request	Actual Funding Level (Rounded to $000)
FY 1999	$ 50,000.00	$ 66,000.00
FY 2000	$ 150,000.00	$ 494,000.00
FY 2001	$ 86,000.00	$ 867,000.00
FY 2002	$ 205,000.00	$ 200,000.00
FY 2003	$ 70,000.00	$ 107,000.00
FY 2004	$ 30,000.00	$ 386,000.00
FY 2005	$ -	$ 45,000.00
FY 2006	$ -	$ 238,000.00
FY 2007	$ -	$ 523,000.00
FY 2008	$ -	$ -
FY 2009	$ -	$ -

27. Please explain any differences between the requested funding and the actual dollar amount spent.

Each year in its initial funding request to OMB, the Commission includes funding for furniture and equipment. Often, such funding does not survive the passback process, as more pressing needs must take precedence within the funding level provided; furniture and equipment funding can only be considered should savings materialize during a fiscal year. Thus, when we submit our funding request to Congress, the Commission usually can not include much funding for furniture and equipment.

Also, funding requests are developed based on our best estimates of funding requirements in advance of actual expenditures. For the FY 2009 funding request, for instance, early estimates were prepared for the Commission's FY 2009 OMB funding request in mid-summer of calendar year 2007, and refined in late calendar year 2007 for submission to Congress in early February 2008. Between submission of requested funding and the date an appropriation is received, numerous changes in circumstance may occur.

During a fiscal year certain funds become available which had been budgeted but not expended (e.g., actual commercial and/or government contractual costs are lower than the amounts budgeted). Also during a fiscal year, previously unidentified requirements and unmet needs are identified for which savings could be spent. The Commission considers how best to address the needs of the agency with such accumulated savings. These changes range from absorption of continuing resolutions, staff turnover, new statutory mandates or Inspector General corrective action recommendations, newly identified requirements, savings in certain areas of the budget which allow for certain needed expenditures to be addressed which had not been budgeted for earlier, actual versus projected contracting costs. In any given fiscal year, there is usually a combination of factors which impact spending decisions and the amount of funding dedicated to specific items in a budget.

In FY 2001, the Commission used unanticipated savings to purchase computer hardware and software upgrades and a new agency-wide telephone system. Additionally in FY 2001, the Commission advised the House Appropriations Subcommittee that we intended to reprogram $210,000 from salaries and travel to improve its automated systems. The Subcommittee Chairman, Frank Wolf, advised that he had no objection to the use of the funds.

In FY 2004, the Commission was able to utilize savings to lease/purchase new desktop computers for all agency staff and new laptops for our senior managers and area representatives, in addition to new servers and an e-mail system upgrade.

Further, in FY 2006 the Commission used savings to make its final lease payment on the desktops purchased in FY 2004 and to purchase additional laptops, scanners, telecommunication equipment and servers, security-related software and equipment and some replacement furniture and equipment for various bureaus/offices.

In FY 2007, the Commission used some of its savings to acquire equipment necessary for agency database expansion projects, purchase upgraded computer monitors, replacement/upgraded servers and software, some replacement furniture and equipment for various bureaus/offices, and procured equipment required for IPv6 implementation and replacement mass production copiers.

In FY 2000, the Commission received separate Y2K funding in the amount of $516,000 through the Omnibus Consolidated & Emergency Supplemental Appropriation Act. We used those funds to acquire new/upgraded automated systems, end user workstations and software, and network file servers.

The Commission constantly reviews and addresses needs to ensure funds are expended to support and further the agency's statutorily mandated programs efficiently and effectively. Outside financial audits conducted under the auspices of the agency's Inspector General have confirmed that the Commission is a good caretaker of taxpayer money, as the agency has an unbroken string of unqualified opinions.

NATIONAL TRANSPORTATION SAFETY BOARD
RESPONSES TO QUESTIONS FOR THE RECORD
FROM CHAIRMAN OLVER
TRANSPORTATION, HUD, AND RELATED AGENCIES SUBCOMMITTEE
APPROPRIATIONS COMMITTEE
FY 2009 BUGET

10-YEAR FUNDING HISTORY

1. In table format, please provide a 10-year funding history for the National Transportation Safety Board (NTSB).

- **RESPONSE:**

NTSB FUNDING HISTORY*
Fiscal Years 2000 - 2009

	(In Millions)
2009 ***	$87.2
2008	$84.5
2007	$79.3
2006 **	$75.9
2005 **	$76.1
2004 **	$73.1
2003 **	$72.0
2002 **	$67.9
2001 **	$62.8
2000 **	$56.8

* Excludes supplemental appropriations
** Includes across-the-board rescissions
*** Administration's budget request

BUDGET REQUEST

2. Please provide a table showing NTSB's original budget request to OMB, the OMB passback level, NTSB appeal level, and the final budget request level.

- **RESPONSE:**

Original Request to OMB	$104,465
OMB Passback	$87,891

NTSB Appeal Level	NA
Final Budget Request Level	$87,891

The Safety Board did not appeal the OMB passback because OMB advised that their decision amount would not change.

3. How much and what did OMB deny in your original budget request? Please detail for the Committee what NTSB can accomplish at this level, what has been deleted or pared down from the original request, and why you believe these expenses can be deferred.

- **RESPONSE:** The amount that OMB denied from the Board's original request is $16.574 million that primarily would have been used to fund 76 additional FTEs. These include 69 additional technical/investigative staff to support investigations and seven staff needed to remedy deficiencies in the Safety Board's information technology area.

  The Safety Board's total staffing request for fiscal year 2009 provided 475 FTEs. The President's budget level of $87.9M will allow the Board to maintain the fiscal year 2008 staffing level of 399 FTEs. The lack of the additional staffing resources will have the effect of prolonging investigations, leaving the Board either lacking or significantly understaffed in a number of technical/investigative specialties, and preventing the Board from fulfilling its mandate in an effective and efficient manner.

STAFFING

4. Please provide a table showing the staffing level (in FTE's) that this Committee provided the NTSB from 1998 through the 2008 and the 2009 requested level.

- **RESPONSE:**

(in millions)

Fiscal Year	Funding Level Recommended by HAC	Recommended Staffing Level	Comments
1998	$ 46,000	381	
1999	53,300	402	
2000	57,000	402	
2001	62,492	458	
2002	64,480	458	No specific staffing level is recommended. However, the Committee recommended increases sufficient to cover pay raises.

2003	71,270	437	No specific staffing level is recommended. However, the Committee recommended increases to cover request level of 432 and five additional Academy staff
2004	76,679	440	
2005	76,925	426	
2006	76,700	401	No specific staffing level is recommended. However, the Committee recommended the funding level contained the President's request. The staffing level shown is the estimate that could be supported by that level.
2007	81,594	410	
2008	83,000	396	Level supported by the amount allowed in the President's budget for the Safety Board.
2009	88,000	399	Level supported by the amount allowed in the President's budget for the Safety Board.

5. How many vacancies currently exist at the NTSB? How many of these vacancies are investigative staff?

- **RESPONSE:** There are 26 vacancies, listed below, currently under recruitment or in process. Of these 26 vacancies, there are 14 investigative/engineer related positions under recruitment.

Current Vacancy Listing
May 8, 2008

Vacancy	**Office**
Accountant/Internal Controls	Chief Financial Officer
(2) Aerospace Engineers	Aviation
Air Safety Investigator (Air Carrier Flight Operations)	Aviation
Chealander - Special Assistant	Board Member
Chief, Report Development Division	Highway Safety

Correspondence Analyst	Managing Director
Sr Flight Recorder Engineer	Research & Engineering
Sr. Human Performance Investigator	Railroad, Pipeline, and Hazardous Materials Investigation
Psychologist (Aviation)	Aviation
Human Resources Specialist	Administration
Human Resources Specialist (Upward Mobility)	Administration
Human Resources Assistant	Administration
Information Technology Specialist (INFOSEC)	Chief Information Officer
Information Technology Specialist	Chief Information Officer
Metallurgist/Material Engineer	Research & Engineering
Supervisory Materials/Mechanical Engineer	Research & Engineering
OSHA Specialist	Managing Director
Security Specialist (Upward Mobility)	Managing Director
Accident Investigator	Railroad, Pipeline and Hazardous Materials Investigation
Sr. Air Safety Investigator	Aviation
Transportation Safety Specialist	Research & Engineering
Deputy Director	Safety Recommendations & Advocacy
Transportation Safety Specialist (Air Traffic Control)	Aviation
Accident Investigator	Aviation – Field offices
Government & Industry Affairs Specialist (Anticipated)	Government and Industry Affairs

6. Please provide a table that details fiscal year 2003-2008, and planned in 2009 staffing levels in headquarters, regional, and field offices.

- **RESPONSE:**

Staffing Levels

Fiscal Year	Headquarters	Regional / Field Offices	Total
2003	329	98	427
2004	313	109	422
2005	311	107	418
2006	301	83	384

2007	283	95	378
2008 (4/26/08)	302	95	397
2009 (planned)	322	102	424

7. Please list the locations of the NTSB's regional and field offices and number of staff in each location.

- **RESPONSE:**

Field Office	**Number of Employees by Office**								
	ALJ	AS	CIO	HS	RE	RPH	TC	AD	Total
Chicago, IL		10				4			14
Fort Worth, TX	2	6		6					14
Denver, CO	1	5		3					9
Los Angeles, CA		8		2		4			14
Miami, FL		4							4
Atlanta, GA		4	1	3	1	2			11
New Jersey		3							3
Ashburn, VA		9	1				3	1	14
Seattle, WA		9							9
Alaska		4							4
Grand Total	3	62	2	14	1	10	3	1	96

ALJ – Office of Administrative Law Judges
AS – Office of Aviation Safety
CIO – Office of the Chief Financial Officer
HS - Office of Highway Safety
RE - Office of Research and Engineering
RPH - Office of Railroad, Pipeline & Hazardous Materials
TC – Training Center
AD – Office of Administration

8. In the past, the NTSB has had an attrition rate that ranges between 5 and 8 percent per year. What was the NTSB's attrition rate for 2007? For comparison purposes, what was the attrition rate for each of the four previous years?

- **RESPONSE:** Twenty-seven employees separated from the permanent workforce in FY 2007. The attrition rate was 7.1% and included 12 retirements, 7 resignations, 1 death, and 7 transfers. Attrition rates for each of the four previous years follow:

Fiscal Year	**Attrition Rate**
2007	7.1%
2006	9.5%
2005	7.5%
2004	5.8%

2003	6.4%

9. What is the average time period it takes for the NTSB to hire new staff? How does this compare to prior years?

- **RESPONSE:** The chart below reflects the average days to hire in the past four years. In 2008, the timeframe used to calculate the average time for filling a position is from the date the announcement closes until the date the offer of employment is made. Previously, we used the date the position was approved until the date the candidate entered on duty. Because there are many steps outside of the recruitment process that effect the hiring process, i.e. approval of the announcement and the announcement date, entrance-on-duty date. The chart below reflects current and prior years for comparison purposes.

Fiscal Year	**Average Days To Hire**
FY 2008	37*
FY 2007	40
FY 2006	41
FY 2005	42

* Based on the 1st and 2nd quarters

10. In table format, please provide the number of investigators for each year over the past five years.

- **RESPONSE:**

Beginning of Year Employment

Fiscal Year	**Total Number of Investigators/Technical Specialists**
2008	199
2007	203
2006	213
2005	220
2004	230

Notes:

- FY 2004-2006 & 2008 data presented as of payperiod 22 (the first pay period for each fiscal year).
- FY 2007 data presented as of payperiod 21 (last pay period of fiscal year 2006).

(*For reference*: We had provided this information broken down by each office to GAO for FY00-FY08.)

11. Of the additional personnel requested by the NTSB for fiscal year 2009, which of these positions are the most critical and why? Please provide a table showing information on the types of staff and the area in which they would work, as well as the associated cost of each position.

- **RESPONSE:** The table below lists our most critical hiring needs, in approximate priority order, and indicates which functional area would be affected by each. Note that each of these positions would involve recruiting a senior-graded investigative employee, most frequently at the GS-13 level or above. This is because the Board's technical staff must have sufficient experience and professional stature to provide issue-specific leadership throughout his or her domain.

  Regional Aviation Accident investigator, Aviation
  Helicopter Investigator, Aviation
  Structures Investigator/Excavation Engineer, Pipeline
  Multimodal Fire & Explosion Specialist, RE
  Railroad Operations investigator, Rail
  Multimodal Computational Tools Specialist, RE
  Aviation Program Study Manager, RE
  Structures Investigator, Aviation
  Surface Vehicle Performance Engineer, RE
  Multimodal Evidence Documentation Program Coordinator, RE
  Bridge Engineer, Highway
  Highway Performance Engineer, RE
  Regional Aviation Accident Investigator, Aviation
  Highway Safety Specialist, SR
  Aviation Investigator-in-Charge, Aviation

12. Please provide data on the status of the Board Members' terms and identify their status (Chairman, Vice Chairman).

- **RESPONSE:**

Name	Board Title	Appointment	Term Expiration
Mark Rosenker	Chairman	August 11, 2006	August 10, 2008*
Robert L. Sumwalt	Vice Chairman	August 21, 2006	August 20, 2008
Mark Rosenker	Member	January 1, 2006	December 31, 2010
Deborah A. P. Hersman	Member	June 21, 2004	December 31, 2008
Kathryn O'Leary Higgins	Member	January 3, 2006	December 31, 2009
Robert L. Sumwalt	Member	August 21, 2006	December 31, 2011
Steven R. Chealander	Member	December 9, 2006	December 31, 2007

Chairman designation does not holdover. Needs Senate confirmation.
Vice-Chairman designation does not holdover. Needs Executive order.
Chairman Rosenker was nominated for another 2-year term on October 26, 2007.
Member Chealander was nominated for a full 5-year term on October 26, 2007.

13. Please provide a listing showing the number of SES employees currently on-board.

- **RESPONSE:**

SES

1. Managing Director - Osterman
2. General Counsel - Halbert
3. Chief Financial Officer - Goldberg
4. Director, Government and Industry Affairs (Non-Career) - Yager
5. Chief Information Officer - Scherer
6. Director, Office of Aviation Safety - Haueter
7. Director, Office of Marine Safety - Spencer
8. Director, Office of Rail, Pipeline & Hazardous Materials Investigations - Chipkevich
9. Director, Office of Highway Safety - Magladry
10. Director, Office of Safety Recommendations & Advocacy - Weinstein
11. Director, Office of Research & Engineering - Ellingstad
12. Director, Office of Administration - Ward
13. Deputy Managing Director - Mayer
14. Deputy Director, Office of Research & Engineering - Kolly
15. Deputy Director, Office of Aviation Safety - DeLisi
16. Deputy Director, Regional Operations - Guzzetti
17. Chief Scientist, Aeronautical Engineering - Clark

14. Please list the number of political appointees, grade level, and current salary and compare this over the past two years.

- **RESPONSE:**

FY 2008

TOTAL ONBOARD	17

Name	Title	Assigned to	Grade	Annual Rate
Mark V. Rosenker	Chairman		EX-03	$158,500
Brenda L. Yager	Director, Office of Governmental Affairs	Chairman	ES-00	$163,800
Thomas W. Doyle	Special Assistant	Chairman	GS-15	$134,538
Eugenia E. Kocher	Confidential Assistant	Chairman	GS-11	$ 58,206

Robert L. Sumwalt, III	Vice Chairman		EX-04	$149,000
Heather Eilers-Bowser	Special Assistant	Vice Chairman	GS-15	$119,161
*Stephanie R. Matonek	Staff Assistant	Vice Chairman	GS-11	$ 58,206
**Raymond N. Hoyt reassigned 12/23/07	Staff Assistant	Vice Chairman	GS-07 prior to reassignment	$ 37,640
Kathryn O. Higgins	Member		EX-04	$149,000
**Denise A. Daniels	Special Assistant	Member Higgins	GS-15	$146,071
**He Ning	Staff Assistant	Member Higgins	GS-11	$ 73,728
Deborah A. P. Hersman	Member		EX-04	$149,000
**Nancy L. Lewis	Special Assistant	Member Hersman	GS-15	$138,383
**Reshan L. Beal	Staff Assistant	Member Hersman	GS-11	$ 58,206
Steven R. Chealander	Member		EX-04	$149,000
Mary Jane Smith	Special Assistant	Member Chealander	GS-15	$115,317
Ashley E. Frost separated 1/11/08	Confidential Assistant	Member Chealander	GS-09	$ 48,108

*Stephanie R. Matonek was appointed 04/13/2008 to a term appointment.
** Term Appointment

FY 2007

TOTAL ONBOARD	17

Name	Title	Assigned to	Grade	Annual Rate
Mark V. Rosenker	Chairman		EX-03	$154,600
Brenda L. Yager	Director, Office of Governmental Affairs	Chairman	ES-00	$156,000
Thomas Doyle	Special Assistant	Chairman	GS-15	$121,399
*Eugenia Kocher	Confidential Assistant	Chairman	GS-09	$ 46,041
Daniel Catlin separated 5/25/07	Confidential Assistant	Chairman	GS 07	$ 38,895
Robert L. Sumwalt, III	Vice Chairman		EX-04	$145,400

*Heather Eilers-Bowser	Special Assistant	Vice Chairman	GS-15	$114,042
**Raymond N. Hoyt	Staff Assistant	Vice Chairman	GS-07	$ 37,640
Kathryn O. Higgins	Member		EX-04	$145,400
**Denise Daniels	Special Assistant	Member Higgins	GS-15	$139,793
**He Ning	Staff Assistant	Member Higgins	GS-11	$ 70,563
Deborah Hersman	Member		EX-04	$145,400
**Nancy Lewis	Special Assistant	Member Hersman	GS-15	$128,757
**Reshan Beal	Confidential Assistant	Member Hersman	GS-09	$ 47,576
*Steven R. Chealander	Member		EX-04	$145,400
*Mary Jane Smith	Special Assistant	Member Chealander	GS-15	$110,363
*Ashley Frost	Confidential Assistant	Member Chealander	GS-09	$ 46,041

*NOTE:
Gina Kocher was appointed 10/30/2006.
Heather Eilers-Bowser was appointed 3/5/07.
Steven R. Chealander was commissioned 01/03/2007.
Ashley Frost was appointed 03/26/2007.
Mary Jane Smith was appointed 06/12/2007.
** Term Appointment

FY 2006

TOTAL ONBOARD	13

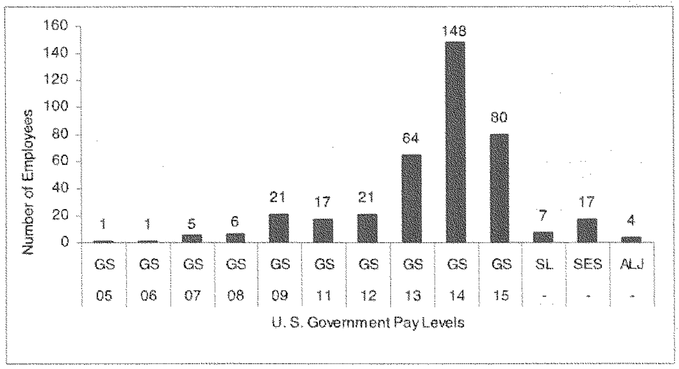
Name	Title	Assigned to	Grade	Annual Rate
*Mark V. Rosenker	Chairman		EX-03	$152,000
Brenda L. Yager	Counsel to the Chairman	Chairman	GS015	$139,774
Thomas Doyle	Special Assistant	Chairman	GS-15	$118,272
Daniel Catlin	Confidential Assistant	Chairman	GS-07	$ 37,893
VACANT	Confidential Assistant	Chairman		
*Robert L. Sumwalt, III	Vice Chairman		EX-04	$143,000
VACANT	Special Assistant	Vice Chairman	GS-15	
VACANT	Staff Assistant	Vice Chairman	GS-06	
*Kathryn Higgins	Member		EX-04	$143,000
**Denise Daniels	Special Assistant	Member Higgins	GS-15	$136,191

**He Ning	Staff Assistant	Member Higgins	GS-11	$ 68,748
Deborah Hersman	Member		EX-04	$143,000
**Nancy Lewis	Special Assistant	Member Hersman	GS-15	$125,439
**Stephanie R. Matonek Transfer 12/09/06	Confidential Assistant	Member Hersman	GS-07	$ 37,893
Ellen G. Engleman Resigned 5/31/06	Member		EX-04	$143,000
Jeffrey S. Cavanaugh Resigned 03/19/06	Special Assistant	Member Engleman	GS-15	$107,521
VACANT	Confidential Assistant	Member	GS-09	

*NOTE:
Mark V. Rosenker was commissioned as Chairman 8/9/2006.
Robert L. Sumwalt, III was commissioned as Vice Chairman 8/21/2006.
Kathryn Higgins was commissioned as Member 1/6/2006.
**Term Appointment

15. Please produce a bar graph with number of employees at each U.S. Government pay level for the NTSB. The graph should have "number of employees" on the "y axis" and all of the "U.S. Government Pay Levels" (G1-SES) on the "x axis."

- **RESPONSE:**



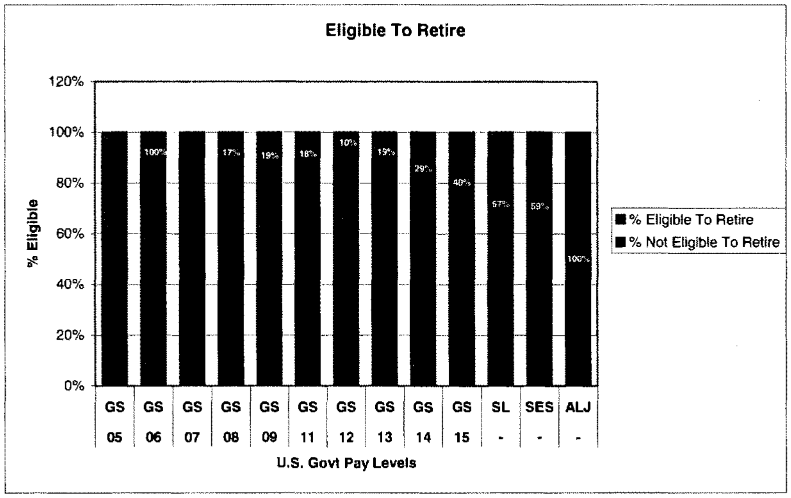
Note:
ALJ – Administrative Law Judge

SL – Senior Level
SES data includes one non-career SES employee.
There are no employees paid below the GS-5 pay level.
The 5 Board Members who are political appointees are ***not*** included.

16. Using the graph developed for the previous question, please shade the top portion (if applicable) of the bar a different color for employees eligible to retire within 5 years (i.e. if 25 percent of GS-14s are eligible to retire within five years, shade the top quarter of the bar a different color).

- **RESPONSE:**

Pay Plan	**Pay Level**	**# Of Employees**	**# Eligible to Retire**	**% Eligible To Retire**
GS	05	1	0	0%
GS	06	1	1	100%
GS	07	5	0	0%
GS	08	6	1	17%
GS	09	21	4	19%
GS	11	17	3	18%
GS	12	21	2	10%
GS	13	64	12	19%
GS	14	148	43	29%
GS	15	80	32	40%
SL	-	7	4	57%
SES	-	17	10	63%
ALJ	-	4	4	100%



TRAVEL

17. Please provide a table showing travel budget for 2006 through 2009 (request), by year.

- **RESPONSE:**

Fiscal Year	Amount ($000's)
2009	2,833
2008	2,774
2007	2,521
2006	2,136

18. Please provide for the Committee travel cost, by accident, of foreign accident investigations by NTSB since January 1, 2007.

- **RESPONSE:**

Amount	Carrier and Location*
$29,069.21	Adam Air Boeing 737-400, Sulewesi, Indonesia
$7,798.92	Learjet 24 fatal accident in Mexico
$2,741.76	An uneventful emergency landing at Gatwick Airport.

$3,227.66	N168CK, CL-600 Moscow, Russia
$12,629.83	UA Flight955/26th N786UA experienced electrical fire during taxi out for departure UK.
$10,258.46	Garuda B737-400 overrun at Yogyakarta. 21 fatalities.
$1,015.87	Bell 212 helicopter main rotor blade grip crack Sao Paula, Brazil
$75.78	Inadvertent partial thrust reverser deployment on Kuzu Airlines A300B4 Shanghai, China
$44,667.50	Kenway Airways Flight 507, Boeing 737-800, crashed near Douala, Camerron unknown circumstances 10 minutes after departre from DLA.
$1,024.94	Delta Airlines B777-200ER discovered missing #8 tire assembly after landing Tel Aviv, Israel
$593.30	Heilease ANS Sikorsky S-76C+ experienced yaw pedal binding during landing Stavanger Lufthavn Sola, Norway
$2,977.97	TAM Airlines A-320 runway overrun at Sao Paulo Congonhas Airport Sao Paula, Brazil
$54.61	NOAA P-3 triple engine flameout St. Johns, Newfoundland Canada
$450.60	Bell 412 EP, 5N-BIQ, operated by Bristow Helicopters (Nigeria) Ltd, crashed while manuevering over the home base airfield
$26,033.71	China Air Lines B737-800 fire Nahu Okinawa, Japan
$10,477.16	Jeju Air runway excursion Gimhae Int Airport Korea
$12,669.32	Orient Thai Airways MD-82 runway excursion Phuket, Thailand
$104.76	Eurocopter AS350B3 Helicopter, N530NA Pitt Meadow, Canada
$180.69	Atlasjet MD-83, registration TC-AKM, crashed during approach to Isparta, Turkey
$1,545.95	Qantas B747-400 lost primary electrical power Bangkok, Thailand
$22,820.80	British Airways, B777-300, GYMMM, landed short of runway London, England
$569.67	A Cessna 208 experienced an engine failure after takeoff from Kingston, Jamaica.
$190,988.47	Total

All travel as accredited representatives

TRAINING

19. Please provide a table showing staff training budget for each fiscal year 2007–2009.

- **RESPONSE:**

Fiscal Year	**Amount**
2009	$1,041,574
2008	$1,011,237
2007	$ 889,265

20. The NTSB authorization bill passed in 1996 allowed the agency to charge foreign nationals for some or all of the costs associated with their training. Please provide a table showing how much, per year, the NTSB has collected over the past five years for this training.

- **RESPONSE:**

Calendar 2007	$ 182,536
Calendar 2006	$ 97,405
Calendar 2005	$ 134,255
Calendar 2004	$ 60,000
Calendar 2003	$ 27,225

TRUE OVERTIME

21. In table format, please provide the amount of true overtime the NTSB paid out over the last three years.

- **RESPONSE:**

TRUE OVERTIME

FY 2007	$597,989.00
FY 2006	$661,398.68
FY 2005	$820,395.20

NTSB ACADEMY

22. The NTSB signed a 20-year lease on July 12, 2001 for a facility in Loudon County, VA. The NTSB opened the facility in August 2003. What is the annual lease rate?

- **RESPONSE:**

Lease Year #1
August 1, 2003 to July 31, 2004
per year rate = 72,000 Square Feet (SF) @ $35.02
$2,521,440.00 per year

Lease Year #1 adjustment
per year rate = 72,000 SF @ $35.1352
$ 2,529,736.00 per year

Lease Year #2
August 1, 2004 to July 31, 2005
per year rate = 72,000 SF @ $34.494
$ 2,483,565.00 per year

Lease Year #3
August 1, 2005 to July 31, 2006
per year rate = 72,000 SF @ $34.691
$ 2,497,755.00 per year

Lease Year #4
August 1, 2006 to July 31, 2007
per year rate = 72,000 SF @ $34.806
$ 2,506,030.00 per year

Lease Year #5
August 1, 2007 to July 31, 2008
per year rate = 72,000 SF @ $34.951
$ 2,516,498.00 per year

*Note: Rent is escalated annually indexed to the Consumer Price Index (CPI)

23. The NTSB Academy comprises 72,000 square feet. In table format, please provide the type of space that is not leased or used by other agencies or entities (such as TWA wreckage space, classrooms, lab space, etc.) and the square footage associated with each type of space. Please provide a total at the bottom of the table.

- **RESPONSE:** NTSB has entered into a full-time use agreement with the Federal Air Marshall Service (FAMS) for 13,283 rentable square feet (SF) of administrative space. This space is not included in the table below:

Transportation Testing Laboratory/Research Space (includes TWA 800 reconstruction)	30,000 SF
Conference/Training Space	25,117 SF
Administration & Mid-Atlantic Regional Office	3,600 SF
Totals	58,717 SF

24. In table format, please provide a list of other agencies or entities that are leasing, renting, or using space, the square footage associated with each, and the annual rent that is being paid. Please provide totals at the bottom of the table.

- **RESPONSE:** The NTSB currently has one long-term rental with FAMS and 2 contingent COOP space (contingent space is not used unless a COOP drill or actual emergency occurs) agreements with the following:

Rental/Event	**Event Date**	**Fee**	**SF**
Federal Air Marshall Service (FAMS)	Full-time	$462,248.40	13,283
US Court of Appeals for Veteran's Claims COOP	Annual	$31,200.00	1,360
Federal Energy Regulatory Commission (COOP)	Annual	$31,200.00	1,360
United Motorcoach Assoc.	12/1/07	$5,000.00	10,000
Captive Resources	12/1/07	$385.00	1,225
Fed Var	12/1/07	$1,375.00	7,600
Lufthansa Airlines	12/10/07	$385.00	1,225
American Institute if Aeronautics and Astronautics	2/1/08	$1,460.00	5,200
Air Charter	2/1/08	$2,750.00	7,600
Dept. Homeland Security	3/1/08	$5,425.00	7,600
Greater Washington Business Aviation Association	4/1/08	$1,375.00	7,600
Total FY08 Agreements/Revenue To Date:		**$542,803.40**	

25. In table format, please provide amounts that the NTSB has received in revenue from the NTSB facility by source (rent, training courses, etc.) for each of fiscal year 2006, 2007, 2008, and an estimate for 2009.

- **RESPONSE:**

FYs 2006 - 2009

Source	**FY 2006 Actual**	**FY 2007 Actual**	**FY 2008 Estimate**	**FY 2009 Estimate**
Training	$ 437,447	$ 695,811[1]	$ 483,932	$ 577,050
FAMS Rent			$ 462,248	$ 480,738
DHS Rent[2]			$ 44,000	$ 263,000

Other Rent	$ 111,593	$ 110,940	$ 40,000	$ 40,000
COOP	$ 62,400	$ 62,400	$ 62,400	$ 62,400
Total	**$ 611,440**	**$ 869,151**	**$1,092,580**	**$ 1,423,188**

[1] Includes $89,220 in revenue for 3 one-time courses in FY 2007

[2] Sublease anticipated to be signed summer 2008

26. In table format, please provide the annual costs to run the academy for each fiscal year 2007, 2008, and an estimate for 2009 (this should include lease rate, operating expenses, FTE costs, support, etc).

- **RESPONSE:**

NTSB Training Center
Expenses
FYs 2007 - 2009

Source	FY 2007 Actual	FY 2008 Estimate	FY 2009 Estimate
Salaries and Benefits	$ 466,582	$ 492,306	$ 507,075
Other non-Space Rental Operating Expenses	$ 368,280	$ 426,939	$ 439,747
Facility Enhancements	$ -	$ 175,000	$ 175,000
Subtotal, Operating Expenses	$ 834,862	$ 1,094,245	$ 1,121,822
Space Rental	$ 2,286,660	$ 2,669,427	$ 2,749,509
Total	$ 3,121,522	$ 3,763,671	$ 3,871,331

27. Has the NTSB moved any personnel or functions (such as lab space) from its DC location to the academy within the last 12 months? If so, was this move offset by a one to one savings of square footage in the DC location, or some other ratio? Please explain. Also, was there any rent savings associated with these moves? If so, please quantify.

- **RESPONSE:** No, the NTSB has not moved any personnel or functions from its DC location to the Training Center within the last 12 months.

28. What percentage of training for NTSB personnel does the agency hold at the academy?

- **RESPONSE:** NTSB staff participated in 1,378 days of training in FY 2007. NTSB Staff participated in 2,912 learning hours for a total of 409 student days at the NTSB Training Center in FY 2007. Approximately 30% of NTSB staff training was conducted at the Training Center in FY 2007.

29. Please describe and quantify any savings that result from training for NTSB personnel at the academy. This can include conference room, hotel, travel and any other savings resulting from holding training sessions at the academy rather than other and facilities.

- **RESPONSE:** In FY 2007, 193 NTSB staff attended course offerings at the Training Center for a total of 409 student-training days. NTSB courses used training rooms at the Training Center for 56 days. We estimate that by conducting this training at the Training Center, it saved the Safety Board $300,770.

  This figure is based on:

$ 81,800	in travel and per diem costs (based on $200/day)
$134,970	in tuition costs (based on $330/day)
$ 84,000	on Conference Room rentals (based on $1,500/day rental fee)

30. Does the existence of the academy result in any other types of savings not specifically addressed in these questions?

- **RESPONSE:** Yes. The Training Center in Ashburn, Virginia has a variety of classrooms, conference rooms, storage space, and warehouse-like space in which investigators can examine large transportation components. It allows the NTSB to realize some additional savings because there is no need to procure local meeting, storage, or examination space. For example, several large components from the I-35W bridge collapse in Minnesota are currently stored in the Training Center's warehouse where they are easily available to NTSB investigators for examination and testing. Additionally, the agency's Continuation of Operations Plan (COOP) calls for agency officials to oversee NTSB operations from the Training Center site in the event of a declared COOP event. If this facility were not available for these purposes, the NTSB would be required to procure suitable space. We estimate that the additional savings total about $2 million the first year, and $1.3 million per year thereafter. This estimate includes $750,000 to lease suitable examination space, $1.1 million to procure COOP space and install a backup generator to support the COOP ($411,000 per year thereafter), and $180,000 for other facility costs (such as meeting space, classrooms and our Mid-Atlantic aviation regional office space).

31. In table format, please provide the number of staff dedicated to the academy for each of fiscal year 2007, 2008 and an estimate for 2009.

- **RESPONSE:**

Fiscal Year	Number of Training Center Staff
2009	3 (estimate)
2008	3
2007	3

32. Please provide a chart detailing the positions at the academy and indicate if any positions are vacant.

- **RESPONSE:**

Position
Associate Managing Director
Training Officer
Program Analyst

(There are no vacancies at the Training Center)

INTERNATIONAL ROLE

33. The NTSB has been playing an increasing role in international accident investigations. Please provide for the Committee a ten-year table showing the costs to the Board for participating in international accidents.

- **RESPONSE:**

NTSB
Cost of Foreign Investigations
FY 1998 - 2008 YTD

Fiscal Year	Amount
2008*	$170,949
2007	$215,178
2006	$103,606
2005**	$619,073
2004	$130,208
2003	$112,000
2002	$224,000
2001	$230,000
2000	$208,000
1999	$381,000
1998	$162,000

*YTD costs as of 5/7/08 include $18,025 for Safe Skies over Africa Investigation. This amount is being reimbursed by Department of Transportation.

* * Includes reimbursed costs of $132,550 for the initial phase of the Sudan M-172 investigation, which includes personnel compensation costs. This amount was reimbursed by the Department of State.

MOST WANTED LIST

34. For several years, the Safety Board has maintained a "most wanted" list of safety recommendations. Please provide the Committee with the most wanted list for the record.

- **RESPONSE:** The Safety Board initiated the List of Most Wanted Transportation Safety Improvements in 1990 to highlight actions needed by the U.S. Department of Transportation modal administrations, the U.S. Coast Guard, and the States. Actions by Federal agencies are ranked according to timeliness. The current list follows:

Most Wanted List

Actions Needed by Federal Agencies

AVIATION

The Federal Aviation Administration should act to:

Improve Runway Safety

- Give immediate warnings of probable collisions/incursions directly to flight crews in the cockpit.
- Require specific air traffic control clearance for each runway crossing.
- Require landing distance assessment with an adequate safety margin for every landing.

Reduce Dangers to Aircraft Flying in Icing Conditions

- Use current research on freezing rain and large water droplets to revise the way aircraft are designed and approved for flight in icing conditions.
- Conduct additional research with the National Aeronautics and Space Administration to identify realistic ice accumulation and incorporate new information into aircraft certification and pilot training requirements.

Eliminate Flammable Fuel/Air Vapors in Fuel Tanks on Transport Category Aircraft

- Implement design changes to eliminate the generation of flammable fuel/air vapors in all transport category aircraft.

Improve Audio and Data Recorders/Require Video Recorders

- Require cockpit voice recorders to retain at least 2 hours of audio.
- Require back-up power sources so cockpit voice recorders collect an extra 10 minutes of data when an aircraft's main power fails.
- Install video recorders in cockpits to give investigators more information to solve complex accidents.
- Install dual combination recorders.

Reduce Accidents and Incidents Caused by Human Fatigue

- Set working hour limits for flight crews and aviation mechanics, and air traffic controllers based on fatigue research, circadian rhythms, and sleep and rest requirements.
- Develop a fatigue awareness and countermeasures program for air traffic controllers.

Improve Crew Resource Management

- Require commuter and on-demand air taxi flight crews to receive crew resource management training.

RAILROAD

The Federal Railroad Administration should act to:

Implement Positive Train Control Systems

- Prevent train collisions and overspeed accidents by requiring automatic control systems to override mistakes by human operators.

Reduce Accidents ands Incidents Caused by Human Fatigue

- Set limits on working hours and limbo train for train crewmembers based on fatigue research, circadian rhythms, and sleep and rest requirements.

PIPELINE

The Pipeline and Hazardous Materials Safety Administration should act to:

Reduce Accidents and Incidents Caused by Human Fatigue

- Set working hour limits for pipeline controllers based on fatigue research, circadian rhythms, and sleep and rest requirements.

HIGHWAY

The Federal Motor Carrier Safety Administration should act to:

Improve the Safety of Motor Carrier Operations

- Prevent motor carriers from operating if they put vehicles with mechanical problems on the road or unqualified drivers behind the wheel.

Prevent Medically Unqualified Drivers from Operating Commercial Vehicles

- Establish a comprehensive medical oversight program for interstate commercial drivers.
- Ensure that examiners are qualified and know what to look for.
- Track all medical certificate applications.
- Enhance oversight and enforcement of invalid certificates.
- Provide mechanisms for reporting medical conditions.

The National Highway Traffic Safety Administration should act to:

Enhance Protection of Motorcoach Passengers

- Redesign motorcoach window emergency exits so passengers can easily open them.
- Issue standards for stronger bus roofs and require them in new motorcoaches.
- Devise new standards to protect motorcoach passengers from being thrown out of their seats or ejected when a bus sustains a front, side, or rear impact or rolls over.

Enhance Protection for School Bus Passengers

- Devise new standards to protect school bus passengers from being thrown out of their seats or ejected when a school bus sustains a front, side, or rear impact or rolls over.

Prevent Collisions with Enhanced Vehicle Safety Technology

- Complete rulemaking on adaptive cruise control and collision warning system standards for all new passenger and commercial vehicles.

MARINE

The U.S. Coast Guard should act to:

Reduce Accidents and Incidents Caused by Human Fatigue

- Set working hour limits for mariners based on fatigue research, circadian rhythms, and sleep and rest requirements.

Actions Needed by the States

HIGHWAY

Improve Child Occupant Protection

- Enact State laws requiring booster seats for young children.

Enact Primary Seat Belt Enforcement Laws

- Increase the number of people who wear seat belts through stronger enforcement laws.

Promote Teen Highway Safety

- Enact graduated driver licensing legislation.
- Restrict the number of teen passengers traveling with young novice drivers.
- Prohibit use of wireless communications devices by young novice drivers.

Eliminate Hard Core Drinking Driving

- Enact State legislation and take other actions that are proven to reduce crashes involving those who repeatedly drink large amounts of alcohol and drive including:
  - Frequent, statewide sobriety checkpoints
  - Legislation to create stricter sanctions for those arrested for the first time with a high blood alcohol concentration of 0.15 or higher.
  - Zero blood alcohol requirement for convicted driving while intoxicated (DWI) offenders when they get their license back.
  - Administrative rather than court-based license revocation for refusing to take or failing the sobriety test.
  - Vehicle sanctions for DWI offenders.
  - Eliminate plea-bargaining DWI offenses and programs that divert offenders and purge the offense record.
  - Retain DWI offense records for at least 10 years to identify and prosecute repeat offenders.

- o Develop and operate special sanction court-based programs for hard core DWI offenders.

MARINE

Enhance Recreational Boating Safety

- Require mandatory education of boat operators.
- Require use of life jackets by children.
- Require safety instruction prior to personal watercraft rental.

35. How many and which of the most wanted recommendations have been placed on the list in the past year?

- **RESPONSE:** In late 2007, the Safety Board updated its List of Most Wanted Transportation Safety Improvements and added 11 recommendations. They include:

    1. Complete rulemaking on adaptive cruise control and collision warning system performance standards for new passenger and commercial vehicles.
    (2 recommendations to the National Highway Traffic Safety Administration)

    2. Require railroads to use scientifically based fatigue principles when assigning train crewmember work schedules; and establish requirements that limit train crewmember limbo time.
    (2 recommendations to the Federal Railroad Administration)

    3. Reduce the potential for controller fatigue by revising controller work-scheduling policies and practices; and develop fatigue awareness and countermeasures training program for controllers and for personnel who are involved in scheduling controllers.
    (2 recommendations to the Federal Aviation Administration; 1 recommendation to the National Air Traffic Controllers Association)

    4. Require all runway crossings be authorized only by specific air traffic control clearance; when aircraft need to cross multiple runways, require controllers to issue an explicit crossing instruction for each runway after the previous runway has been crossed; and require operators to conduct arrival landing distance assessments before every landing based on existing performance data, actual conditions, and incorporating a minimum safety margin of 15 percent.
    (3 recommendations to the Federal Aviation Administration)

    5. Review the icing certification of pneumatic deice boot-equipped airplanes and perform additional testing and take action as required to ensure that these airplanes fulfill the requirements of revised icing certification standards.
    (1 recommendation to the Federal Aviation Administration)

RECOMMENDATIONS

36. How many open recommendations has NTSB issued to the Department of Transportation's modal administrations that are deemed "open-unacceptable"? Please specify by mode for the record.

- **RESPONSE:**

Modal Administration	**Number Open-Unacceptable**
FAA	97
FHWA	0
FMCSA	11
FRA	6
FTA	1
NHTSA	0
OST	7
PHMSA	1
USCG	3

(note that the USCG is part of the Department of Homeland Security)

37. How many of the "open-unacceptable" recommendations from last year have been resolved.

- **RESPONSE:**

Modal Administration	**Resolved CY 2007**	**Resolved CY 2006**
FAA	3	6
FHWA	0	0
FMCSA	0	0
FRA	0	0
FTA	0	0
NHTSA	0	0
OST	0	0
PHMSA	0	0
USCG	1	0

(note that the USCG is part of the Department of Homeland Security)

FATALITIES

38. Please provide the Committee with a table highlighting the number of fatalities by mode of transportation for the last two years.

- **RESPONSE:**

Number of Fatalities by Mode and Year

Mode	2003	2004	2005	2006	2007**
Highway	42,884	42,636	43,510	42,642	
Difference from Previous Year		-248	874	-868	
Rail	760	802	803	781	
Difference from Previous Year		42	1	-22	
Marine	792	757	789	805	
Difference from Previous Year		-35	32	16	
Aviation	711	653	617	784	545
Difference from Previous Year		-58	-36	167	-239
Pipeline	12	24	16	19	
Difference from Previous Year		12	-8	3	

* The 784 total aviation fatalities in 2006 included the 154 persons killed aboard a foreign registered Boeing 737 aircraft operated by Gol Airlines when it collided with an Embraer Legacy 600 business jet operated by a US operator over the Brazilian Amazon jungle.

** 2007 aviation data are preliminary and subject to change.

39. Are there any modes that are experiencing an upswing in the number of fatalities? If so, which ones?

- **RESPONSE:** Review of the table shows that all of the modes had yearly changes in total fatalities of plus or minus 5% each year except for aviation. Aviation experienced an increase of 167 fatalities in 2006 compared to 2005 (784 and 617 fatalities respectively). While this may appear alarming, the accident rates for 2006 were lower than the rates for 2005 (general aviation, air carrier, non-scheduled part 135 air taxis and scheduled part 135 operations) and the fatal rates decreased or stayed the same. Our GA aviation numbers include all accidents involving any U.S.-registered aircraft no matter where they occur. That made 2006 an odd year for GA fatalities due to the Brazilian midair accident. The 784 total aviation fatalities in 2006 included the 154 persons killed aboard a foreign registered Boeing 737 aircraft operated by Gol Airlines when it collided with an Embraer Legacy 600 business jet operated by a US operator over the Brazilian Amazon jungle.

Preliminary aviation fatality statistics indicate that there were 239 fewer fatalities in 2007 compared to 2006.

40. Has this upswing in fatalities occurred over more than one year? If so, does the NTSB have any opinion as to the cause?

- **RESPONSE:** No, the only noteworthy increase in fatalities was for aviation in 2006 and that was due to the foreign crash mentioned above.

EMERGENCY FUND

41. Please provide a table showing by year, the deposits into (or rescissions from) the emergency fund and source, spending from the fund as well as indication of purpose, and the final balance for the last five years.

- **RESPONSE:**

Fiscal Year	Appropriations (Rescissions)	Obligation Activity	Balance	Purpose/Source
2008			1,997,884	No Activity
2007			1,997,884	No Activity
2006			1,997,884	No Activity
2005			1,997,884	No Activity
2004	(2,116)		1,997,884	Rescission (P.L. 108-199)
2004	358,601		2,000,000	Appropriation (P.L. 108-199)
2004		(138,000)	1,641,399	Adjustment of FY 2002 Obligations
2004			1,503,399	Balance Forward

NEW MARITIME ACTIVITIES

42. Title X of the House version of the U.S. Coast Guard authorization bill, H.R. 2830, includes several provisions relating to maritime activities that are intended to be transferred to the NTSB. Please provide the Committee a table that explains, for each of the sections of Title X, what new functions would be transferred to or taken over by the NTSB, the associated additional cost to the NTSB (if known), and the difficulties (if any) the NTSB would face administering these new functions.

- **RESPONSE:** Title X of the House version of the U.S. Coast Guard authorization bill, H.R. 2830, would transfer to the Safety Board only that portion of the Coast Guard Administrative Law Judge (ALJ) activities related to mariner certification and licensing appeals resulting from Coast Guard credentials enforcement (denial, revocation, suspension). This activity constitutes the majority of the Coast Guard ALJ workload, but not the entire workload.

  The costs associated with this transfer, were it to occur, are difficult for the Board to estimate, as we have had no substantive discussions with the Coast Guard about the segregation of the function and the number of employees they estimate it would subsequently require for the newly established activity. Another factor complicating the discussion is that the Coast Guard ALJ function is currently manned with substantially more support staff than the Safety Board ALJ function. Our best estimate is that the function will require 5 ALJs, 9 support staff, and at least 4 and as many as 6 offices in addition to the Headquarters Office. We estimate the cost of the function to be $3.0 million annually for personnel costs and $2.0 million annually for office space, travel and administrative overhead. There will also be a significant cost in transitioning from Coast Guard-provided offices to Safety Board procured space, possibly exceeding $1.5 million in the initial year, particularly if we procure the assistance of the General Services Administration.

  There will be significant challenges in segregating this activity from the existing Coast Guard function that combines many additional ALJ cases. The Code of Federal Regulations structure for the aviation enforcement appeals and the mariner enforcement appeals will have to be rewritten and made as consistent in structure and application as feasible. New office space will have to be procured; a new docketing function established; ALJs hired; and new processes within the Safety Board developed to handle this added line of work. We estimate 12-18 months to complete the transition if directed to do so by Congress.

AASC
American Association of
Service Coordinators

American Association of Service Coordinators (AASC) Statement to the House Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, on the HUD Fiscal Year 2009 Appropriations

The American Association of Service Coordinators (AASC) appreciates the opportunity to share our views on the FY2009 Appropriations for the Department of Housing and Urban Development (HUD). While we have funding concerns with a number of programs contained in the THUD FY2009Appropriations Bill, we will focus our comments on resources needed for the staffing of service coordinators in federally assisted and public housing.

Service coordinators have helped thousands of low-income elderly, persons with disabilities, and others with special needs to link with community-based health and supportive services. While most local communities may have available the various services needed, they are highly fragmented, not well known, and/or have complexities that have hindered easy access. By providing timely assistance, service coordinators have enabled many frail and vulnerable older persons to achieve their preference to remain in their home for as long as possible. Without the benefit of service coordinators, many vulnerable persons have been forced to move prematurely into more costly settings, such as nursing homes.

Service coordinators in federally assisted housing are funded through a number of sources, including national competitive grants funded through the Section 202 Elderly Housing Program. However, since the service coordinator grant program was established there have been insufficient funds available to enable service coordinators to be staffed in most eligible federally assisted housing. Findings of a recent HUD survey revealed that there are about 1,500 service coordinators funded through the competitive grant program which represents less than one-third of the more than 12,000 eligible housing facilities. Current eligible facilities for these grants are those funded with: Sec. 202 without PRACs; HUD insured Sec. 221d3, some Section 236s, and project based Section 8 rent subsidies. In addition, nearly 2,000 service coordinators are funded through project operations, and over 200 service coordinators are funded through project residual receipts and excess revenues. Unfortunately, many facilities do not have sufficient funds to absorb service coordinators into their operating budget; and it is very difficult to secure the necessary rent increase to enable staffing as a routine part of the operating budget.

In addition to federally assisted housing, there are 1.3 million households living in public housing and almost half of all residents are elderly or persons with disabilities, including more than 50,000 seniors age 83 and older. Service coordinators are needed not only to assist frail elderly to remain in their home, but also to provide assistance to many low-income families in public housing or using Housing Choice Vouchers to become more self-sufficient and economically independent through employment and homeownership. Service coordinators have been funded to assist public housing residents through short-term competitive grants with the Resident Opportunities and Self-Sufficiency program (ROSS), the Housing Choice Vouchers Family Self-Sufficiency (HCV-FSS) program; or through public housing Operating Funds. Unfortunately, over the past few years there have been significant cuts and shortfalls in federal funds needed for the sound operation of public housing, including the routine staffing of service coordinators.

Despite the critical need and cost-effectiveness of service coordinators in assisting frail and low-income elderly and others with special needs to access supportive services or the need to assist families to become more self-sufficient, funding for service coordinators remains very limited. While the Administration's FY2009 budget provides a slight increase for service coordinators in Section 202 and other federally assisted senior housing, yet funding for service coordinators in public housing remains essentially flat. AASC would urge the Committee's support for the following:

- $100 million in FY2009 for service coordinators in federally assisted housing, particularly to ensure adequate funds for expiring contracts of existing service coordinators;
- Full funding for Section 8, Project Rental Assistance Contracts (PRAC), other rent subsidies and project operating funds to permit the staffing of a service coordinator as a routine part of the project's operating budget;
- A separate add-on of $75 million in Public Housing Operating Funds for service coordinators; and
- $55 million for the Resident Opportunities for Self-Sufficiency (ROSS) program; and $85 million for the Housing Choice Voucher Family Self-Sufficiency Program.

Federally Assisted Housing - $100 million

The Administration's FY2009 budget requests $80 million for service coordinators, an increase over the $71 million budget requested in FY2008 and the $60 million appropriated as part of the Consolidated FY2008 Appropriations bill enacted December 26, 2007 (P.L.110-161). Unfortunately, the $60 million appropriated for FY2008 is insufficient even to extend contracts of existing service coordinators; and will provide no funds for any additional service coordinators. In fact, it is anticipated that there will be no funds for service coordinators in the FY2008 Notice for Funds Available (NOFA) when it is issued (anticipated by the end of April). This will be the first time since the service coordinator grant program was established that no funds will be available for additional service coordinators. In FY2007, HUD awarded nearly $3.5 million for 21 grants in 11 states (2,064 units); $12 million was provided in FY2006; and $30 million in FY2002.

The shortfall of FY2008 Appropriations for the staffing of service coordinators in federally assisted senior housing has contributed to several months delays in HUD allocation of FY2008 funds to extend existing contracts for service coordinators. In order to extend all contracts, it is anticipated that HUD will make proportional cuts to all existing contracts. This action may seem equitable in sharing the shortfall; however, it may also have an unintended consequence of reducing needed assistance to many low-income, frail and vulnerable elderly and others with special needs and jeopardize their well-being as a result of anticipated reduced hours and capacity of existing service coordinator programs. While HUD may allow service coordinators to be funded through project reserves or to be incorporated into project operations; most federally assisted and public housing facilities do not have sufficient resources in their operating budgets to staff service coordinators. Given the shortages for Section 8, HAPs, PRACs and other operating funds and critical competing needs, it is unlikely that projects will be able to secure necessary rent increases to allow the staffing of service coordinators.

AASC would recommend several actions: first, there is a need for $20 million in FY2008 supplemental funds in order to extend contracts at full funding for existing service coordinators to ensure there are no cuts in hours, elimination of service coordinator positions, or cuts in quality assurance and other aspects of the service coordinator program; second, to provide $100 million in FY2009 for service coordinators in federally assisted housing to ensure full funding with the renewal of existing contracts, as well as to expand service coordinators in federally assisted housing for elderly or persons with disabilities that currently do not have them (two-thirds of eligible facilities do not have service coordinators); and to expand eligibility for service coordinators to Section 515 rural housing and for Low-Income Housing Tax Credits (LIHTC) projects that involve non-profit organizations.

There is a also a need for a dual strategy for funding service coordinators that includes maintaining the service coordinator grant program, and also increasing the routine staffing of service coordinators within the facility's operating budget. While statutory authority exists to allow HUD to fund coordinators, many senior housing facilities have not been able to secure the necessary rent adjustments to accommodate them. AASC would recommend that sufficient Section 8, PRAC, or other operating funds be increased to allow routine staffing of service coordinators, as well as to direct HUD and their field offices to provide necessary budget adjustments and regulatory relief to remove any barriers restricting the staffing of service coordinators though the project's operating budget. There is also a need to expand the funding for housing-based service coordinator to assist frail elderly in the facilities' surrounding community. While there is existing statutory authority to enable service coordinators to assist residents in the surrounding community, there are insufficient funds to enable service coordinators to reach out to assist these surrounding residents.

Public Housing: Complexity and Inadequate Funds for Service Coordinators

Elderly and other residents with special needs living in public housing and those using Housing Choice Vouchers (HCV) have been denied full access to the valuable and cost-effective assistance provided by service coordinators. Over one-third of residents in public housing are elderly residing in various settings such as senior housing, family housing, and mixed-population housing with younger persons with physical and mental disabilities. Unfortunately, funding for service coordinators in public housing is very limited, complex, and has experienced a steady reduction in funds over the past few years, both with specific grant programs for service coordinators, as well as with public housing operating budget.

A number of local housing authorities have funded service coordinators through competitive short-term grant programs, such as those under the Resident Opportunities and Self-Sufficiency (ROSS) or Family Self-Sufficiency (FSS) programs. Unfortunately, over the past few years, there have been funding cuts and a lack of program consistency contributing to disincentives for PHAs to participate in these grant programs. For example, the Elderly and Persons with Disabilities Service Coordinator program (EDSC) funded at over $15 million as part of the ROSS program was shifted to the Public Housing Operating Fund, but with no additional funds. Therefore, coordinators that once were funded through the EDSC program now need to compete with other funding priorities and are subjected to the same proportional cuts with Public Housing Operating Funds. Because of funding cuts in their operating budgets and other competing needs, a number of public housing authorities have been forced to lay-off or reduce their service coordinator program. Service Coordinators have also been essential in facilities that have a mix of older residents and non-elderly persons with disabilities. Therefore, it is necessary to ensure that there are adequate funds available in the FY2009 Public Housing Operating funds to accommodate service coordinators. AASC recommends that $85 million be provided as a separate add-on to Public Housing Operating Funds to ensure that PHAs can include service coordinators as a routine part of their operating budget.

Resident Opportunities and Self Sufficiency (ROSS) - $55 million

The Resident Opportunities and Self Sufficiency (ROSS) program provides grants to public housing agencies, tribal housing entities, resident associations, and nonprofit organizations for the delivery and coordination of supportive services and other activities designed to help public and Indian housing residents attain economic and housing self-sufficiency. There are several separate programs within the ROSS program that were appropriated at $40 million in FY2008, including: 1) Family and Homeownership ($33.4 million funded in FY2007), 2) Elderly and Persons with Disabilities ($16.6 million funded in FY2007; and 3) Public Housing Family Self-Sufficiency ($12 million in FY2007 NOFA). Despite the demonstrated need and effective results, the Administration's FY2009 budget seeks $37.6 million for these three ROSS programs, and no additional funds for Neighborhood Networks (funded earlier at $15 million), a slight reduction from the $40 million appropriated in FY2008. AASC recommends that ROSS be funded at $55 million, as it had been prior to FY2005.

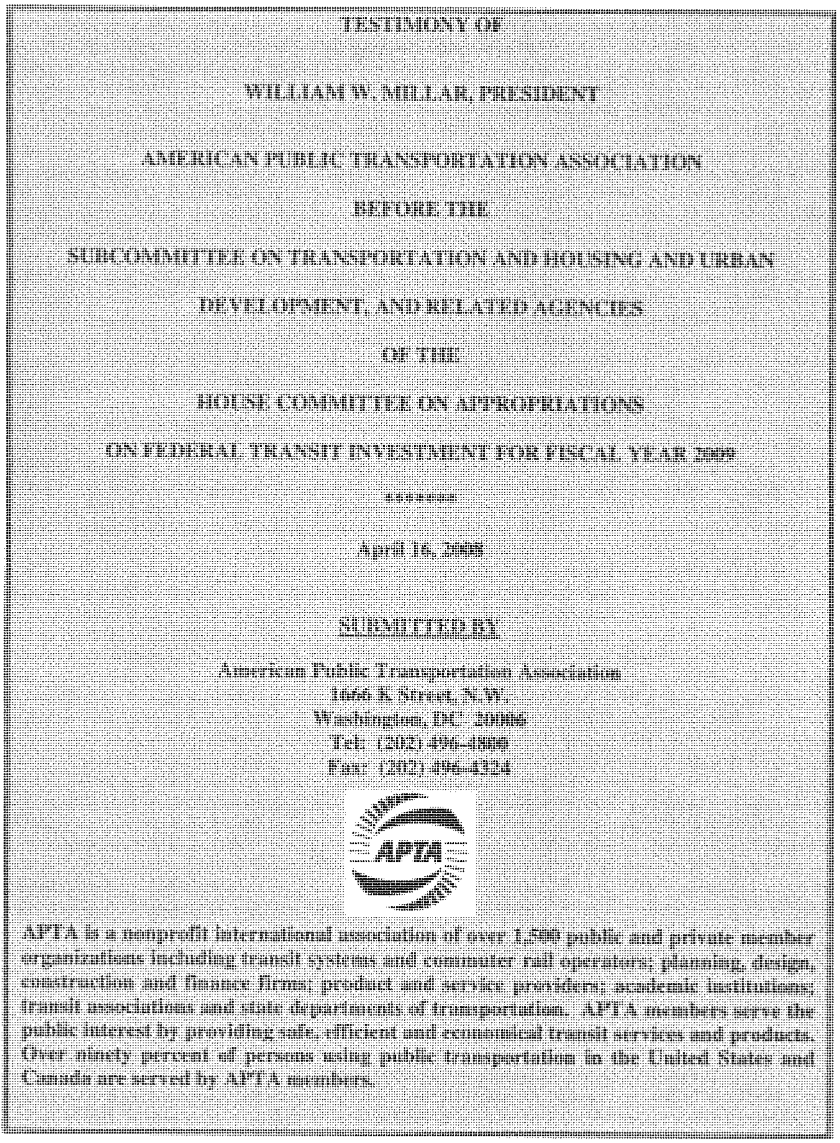
Housing Choice Voucher/Family Self-Sufficiency (HCV/FSS) - $85 million

The HCV/FSS program allows participants in the Section 8 Housing Choice Voucher program to increase their earned income, reduce or eliminate their need for welfare assistance, and promote their economic independence. Funds are used to provide for FSS program coordinators to link participants with supportive services they need to achieve self-sufficiency and to develop five-year self-sufficiency plans. The HCV/FSS program currently assists over 63,000 families and 8,300 families in public housing. In FY2004, HUD made a number of changes in the program that led to a number of technical errors and elimination of nearly one-third of the existing grants. The Administration's FY2009 budget requests $48 million for HCV/FSS, slightly less than the $49 million appropriated in FY2008 and essentially the same since FY2005. AASC recommends $85 million for HCV/FSS funding in order to restore funds to PHAs that were cut in FY2004 and to expand the number of FSS participants. In addition, we support administrative changes for up-front funding of HCV/FSS escrow accounts, and to streamline the staffing of service coordinators.

Conclusion:

While we understand the difficult funding choices that the Committee needs to make with limited resources, we would urge your support for the funding of service coordinators as a cost-effective means to assist the low-income elderly and other residents with special needs and as a means to save public funds by promoting economic self-sufficiency for low-income families and options for frail elderly to delay or avoid premature admission into costly nursing homes.

For additional information, please contact Janice Monks, AASC President at jmonks@servicecoordinator.org or Larry McNickle, AASC Policy Representative, lmcnickle@cox.net or see the AASC website at: www.servicecoordinator.org



TESTIMONY OF

WILLIAM W. MILLAR, PRESIDENT

AMERICAN PUBLIC TRANSPORTATION ASSOCIATION

BEFORE THE

SUBCOMMITTEE ON TRANSPORTATION AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES

OF THE

HOUSE COMMITTEE ON APPROPRIATIONS

ON FEDERAL TRANSIT INVESTMENT FOR FISCAL YEAR 2009

****

April 16, 2008

SUBMITTED BY

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APTA

APTA is a nonprofit international association of over 1,500 public and private member organizations including transit systems and commuter rail operators; planning, design, construction and finance firms; product and service providers; academic institutions; transit associations and state departments of transportation. APTA members serve the public interest by providing safe, efficient and economical transit services and products. Over ninety percent of persons using public transportation in the United States and Canada are served by APTA members.

INTRODUCTION

Mr. Chairman and members of the committee, on behalf of the American Public Transportation Association (APTA), we thank you for this opportunity to submit written testimony on the Fiscal Year 2009 budget for federal investment in public transportation.

ABOUT APTA

APTA is a nonprofit international association of more than 1,500 public and private member organizations, including transit systems and commuter rail operators; planning, design, construction, and finance firms; product and service providers; academic institutions; transit associations and state departments of transportation. APTA members serve the public interest by providing safe, efficient, and economical transit services and products. More than ninety percent of the people using public transportation in the United States and Canada are served by APTA member systems.

FY 2009 TRANSPORTATION AND HOUSING AND URBAN DEVELOPMENT APPROPRIATIONS BILL

I appreciate this opportunity to comment on the funding level for federal investment in public transportation in FY 2009. APTA is disappointed that the Bush Administration's budget request would fund federal transit programs in FY 2009 at $202.1 million less than the levels authorized and guaranteed in SAFETEA-LU. As your subcommittee works to adopt the FY 2009 Transportation and Housing and Urban Development Appropriations bill, we urge you to reject this proposed cut and to provide full funding for the pubic transportation program at $10.3 billion, as authorized in SAFETEA-LU. The $10.1 billion the president proposes for public transportation does not come close to addressing current transit capital needs, let alone the costs of a growing public transit system that meets growing demands for more public transportation. Ironically, failure to adequately fund the federal transit program will push more public transportation riders onto already congested roads making matters worse for road users.

We note that of the $202.1 million proposed, $188 million in the authorized transit program in the Administration request for FY 2009 is for the New Starts and Small Starts program. While the administration asserts that is has funded all projects currently in the pipeline, it has done everything possible in recent years to discourage the development and advancement of New and Small Starts projects. There are numerous projects that could begin to move forward if additional funding were available and FTA granted project sponsors to do so. We request that you extend the prohibition on the finalization of proposed rules under this program and we urge you to fund the new starts and small starts program at the fully authorized level in FY 2009.

Adequately funding public transportation is an important action that benefits all Americans and meets many of our nation's national priorities. Public transportation helps Americans save money and is a key strategy in helping conserve energy, minimize climate change and reduce highway congestion. A household that uses public transportation saves more than $6,200 every year, compared to a household with no access to public transportation. This amount is more than the average household pays for food each year. Using public transportation is also one of the quickest ways that people can help our country become energy independent since using public transit saves 4.26 billion gallons of gasoline every year (the equivalent of 324 million cars filling up or almost 900,000 gallons per day). Using public transportation is also more effective at reducing greenhouse gases than environmentally friendly household activities which everyone should do, such as home weatherizing, changing to efficient light bulbs, and using efficient appliances.

The Bus and Bus Facilities Program and Urban Congestion Initiative

I would also like to express my gratitude for including a provision in the FY 2008 Omnibus Appropriations bill that limits the Federal Transit Administration (FTA) from spending more than 10 percent of Bus and Bus Facilities Program funds on congestion pricing initiatives. We urge the subcommittee to continue to protect these funds by adopting a similar provision in the FY 2009 THUD bill. As you know, in FY 2007, Congress did not allocate Bus and Bus Facilities Program funds, and instead gave the funds to the FTA to distribute to transit agencies to address capital needs. We were disappointed that the U.S. Department of Transportation (U.S. DOT) decided to allocate virtually all of these funds to its Urban Partnership Congestion Initiative (UPCI). While members of APTA recognize the potential benefits of projects funded under the UPCI, we do not believe that these projects should be funded at the expense of much needed capital investment for buses and bus facilities across the nation. Numerous transit systems, both large and small, depend on this federal capital assistance to replace aging buses, expand bus fleets to meet growing service demands, and address needs for vehicle maintenance and fueling facilities.

Separately, recently we sent a letter to Secretary Peters (copy attached), urging the Department of Transportation to reallocate UPCI funds that were made available for a project in New York City, which the New York State Legislature recently voted to reject, for traditional grants under the Bus and Bus Facility program. Many communities across the nation submitted grant applications for bus or bus facility projects in FY 2007, and we urge Congress to include language directing the administration to use these funds for bus and bus facility projects.

New Starts Rule

We also appreciate the inclusion of language in the FY 2008 Omnibus Appropriations bill that from prohibits the FTA from finalizing its Notice of Proposed Rulemaking (NPRM) for the New Starts and Small Starts program. Simply put, the NPRM is unacceptable to the transit industry, and does not sufficiently follow guidance provided by the Congress in SAFETEA-LU. For example, the proposed rule does not sufficiently consider the benefits of economic development and land use criteria in its project approval rating process, and does not effectively simplify the Small Starts approval process. The provision adopted by Congress to prevent FTA from finalizing this NPRM expires at the end of the Fiscal Year on September 30, and we urge the subcommittee to extend the prohibition prior to its expiration.

THE STATUS OF THE HIGHWAY TRUST FUND

The Highway Trust Fund was created by Congress in 1956 to provide a dedicated revenue source for the federal government to build the interstate highway system. In 1982 Congress enacted legislation that was singed into law by President Reagan that created the mass transit account of the highway trust fund, which provides a dedicated source of revenue for public transportation. Funded primarily by the motor fuels user fee, the trust fund has provided a steady stream of revenue to fund critical capital surface transportation projects in America for more than five decades.

The federal gas tax is currently set at 18.4 cents per gallon, and of that, 2.86 cents is dedicated to the mass transit account. The mass transit account of the highway trust fund has served as a dependable funding source for the federal transit program for over 25 years. Revenues generated from the highway user fee have allowed for a steady growth in federal capital investment in public transportation. Currently, approximately 80 percent of the federal dollars invested in public transportation come directly from the trust fund. This reliable funding mechanism has provided predictable and guaranteed investment in transit, allowing for not only large scale capital transit projects throughout the country, but also important smaller scale transit investments.

Unfortunately, the future of the highway trust fund is in jeopardy. Receipts from the highway user fee are not generating sufficient revenue to sustain the current level of federal investment in the surface transportation program. While Congress has periodically approved modest increases for federal investment in surface transportation, it has not approved an increase in the user fee since 1993. Recent Congressional Budget Office projections show that by the end of Fiscal Year (FY) 2009, without intervening action by Congress, the highway account of the trust fund will no longer be solvent. Those same projections show that the mass transit account will be insolvent by FY 2012. Without sufficient revenues in the trust fund, Congress will not be able to continue to sustain current levels of federal investment in surface transportation, and insolvency will make future growth in the federal program impossible. This is bad news at a time where increased investment in our nation's transportation infrastructure is critical. One only needs to look at the collapse of the 1-35 bridge in Minnesota to realize the importance of maintaining and growing federal investment in the surface transportation program.

In its recent report on the status of the surface transportation program in America, the National Surface Transportation Policy and Revenue Study Commission noted that a good transportation infrastructure is essential to the nation's economic health, and we need to invest more to both preserve the current aging system and to expand and improve our transportation infrastructure to meet the demands of our growing population. The report recommends that an immediate increase in the highway user fee is necessary to restore the purchasing power of the trust fund, and it should be indexed to account for future inflation. APTA agrees with those conclusions, and calls on Congress to make the necessary increase as it considers the next surface transportation authorization legislation next year.

Since there has been no increase in the motor fuel tax since 1993, inflation has steadily eroded the purchasing power of the highway trust fund. In addition, recent studies by the U.S. Department of Transportation on price trends for construction show that increases in construction costs have outpaced inflation, further weakening the ability of the trust fund to meet investment needs. The original purchasing power of the gas tax must be restored to allow for growth in the federal investment in our nation's surface transportation infrastructure.

SHORT TERM SOLUTIONS

While Congress will have the opportunity to address the long term stability of the trust fund in the next authorization bill, more immediate action is needed to prevent the insolvency of the highway account in Fiscal Year 2009. A short term solution is to ensure that revenues are available for Congress to appropriate the guaranteed and authorized levels in SAFETEA-LU for the highway program. APTA supports full funding of the highway program in Fiscal Year 2009, but we strongly oppose the Administration's short sighted proposal to raid the mass transit account to cover the short fall.

The President's budget, released in early February, proposes to allow transfers of balances in the mass transit account into the highway account to cover projected short falls that occur before the end of FY 2009. The Administration estimates that this will result in a transfer of up to $3.2 billion out of the mass transit account. We urge Congress to reject the Administration's proposal. Concern over the projected insolvency of the highway account does not justify the proposed transfer. Not only is this a temporary fix for the highway account, but it jeopardizes public transportation investment by hastening the insolvency of the mass transit account. Absent new revenues for transit, this would preclude funding the transit program at even current levels by Fiscal Year 2010. The tens of millions of Americans who depend on public transportation should not be penalized, especially when there are other alternatives to meeting highway funding needs in FY 2009. While it is important to fix the federal highway account, robbing Peter to pay Paul is not the way to go. The President's short-sighted transportation policy "fix" is irresponsible and flies in the face of common sense. With more than 10 billion trips taken on public transportation annually, public transportation's growth rate outpaced the growth rate of the population and the growth rate of vehicle miles traveled on our nation's roads over the past twelve years. This irresponsible proposal has also been opposed by American Association of State Highway Transportation Officials (AASHTO), the U.S. Chamber of Commerce's Americans for Transportation Mobility (ATM), the American Road and Transportation Builders Association (ARTBA), and the Association of General Contractors (AGC), to name only a few.

The Senate Finance Committee has proposed legislation that would prevent the insolvency of the highway account in FY 2009, without borrowing funds from the mass transit account. APTA supports this proposal and we urge Congress to adopt it as soon as possible.

CONCLUSION

I thank the subcommittee for allowing me to share our views on the status of the highway trust fund and FY 2009 transit appropriations issues. We look forward to working with the subcommittee to take necessary steps to ensure the future solvency of the trust fund, so that we can meet the investment needs of our surface transportation system. We urge Congress to reject the Administration's short-sighted proposal to raid the mass transit account of the highway trust fund to cover the projected short-fall in the highway account in FY 2009, and instead urge this subcommittee to support the common sense proposal to solve this problem that is being advanced by the Senate Finance Committee. Finally, we urge the subcommittee to fully fund the transit program in FY 2009 at the level authorized and guaranteed in SAFETEA-LU, and to renew provisions that ensure that transit funds are spent in accordance with the authorizing statutes.

STATEMENT OF CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY

SUBMITTED TO THE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES

UNITED STATES HOUSE OF REPRESENTATIVES

BY

ANDREA LOFYE
VICE PRESIDENT
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
AUSTIN, TEXAS

Mr. Chairman and Members of the Subcommittee:

On behalf of the Capital Metropolitan Transportation Authority in Austin, Texas, I am pleased to submit this statement for the record in support of our fiscal year 2009 funding requests from the Federal Transit Administration and the Federal Highway Administration for Capital Metro—the transportation provider for Central Texas. I hope you will agree that the appropriating of funds for these Central Texas projects warrants serious consideration as Austin and the surrounding Texas communities plan for our region's growing transportation needs.

First, let me thank you for your past financial support for transportation projects in Central Texas. Your support has proven valuable to Capital Metro and to our Central Texas community as we face new challenges.

As you know, Interstate 35 runs from Canada to Mexico, and along the way it also runs through the City of Austin and Capital Metro's 600 square mile service area. While traffic in this important corridor has always been a challenge, the North American Free Trade Agreement has resulted in increased traffic and congestion for our region. In fact, a 2002 study by the Texas Transportation Institute determined Austin, Texas to be the 16th most-congested city nationwide.

Also, Central Texas' air quality has reached near non-attainment levels. Together, our community has developed a Clean AirForce, of which Capital Metro is a partner, to implement cooperative strategies and programs for improving our air quality. Capital Metro has also unilaterally implemented several initiatives such as converting its fleet to clean-burning Ultra Low Sulfur Diesel (ULSD), becoming the first transportation authority in Texas to introduce environmentally-friendly hybrid-electric buses, and creating a GREENRide program to carpool Central Texas workers in low emission hybrid gas/electric automobiles.

To address these transportation and air quality challenges as well as our region's growing population, in 2004 Capital Metro conducted an extensive community outreach program to develop the All Systems Go Long-Range Transit Plan. This 25-year transportation plan for Central Texas was created by Capital Metro, transportation planners, and local citizens. More than 8,000 citizens participated in the design of the program that will bring commuter rail and rapid bus technologies to Central Texas. The plan will also double Capital Metro's bus services over the next 25 years.

By a vote of over 62 percent, this long-range transportation plan was adopted by the Central Texas community in a public referendum on November 2, 2004. The plan received bipartisan support, along with endorsements from the business community, environmental organizations, neighborhood associations, and our community leaders.

An important component of the All Systems Go Long Range Transit Plan is the creation of an urban commuter rail line along a 32-mile long freight rail line currently owned and operated by Capital Metro. The proposed starter route would provide urban commuter rail service extending from downtown Austin (near the Convention Center) through East and Northwest Austin and on to Leander. This project was entirely financed with local funds and will open in late 2008.

To implement the community's All Systems Go Transit Plan, Capital Metro is seeking $10 million for Fiscal Year 2009 for three projects of importance to our Central Texas community. Each of the three projects is contained in the community-designed All Systems Go Long Range Transit Plan, and each will be funded by Capital Metro with a significant overmatch of local funds.

Enhancement and Improvement of Buses and Bus Facilities - $5 million
Capital Metro has embarked on a long term plan to improve and expand bus service. In addition to improving bus routes, the agency is investing in critical park and ride facilities, transit centers and enhanced bus stop locations and amenities. As Capital Metro's service area and the population we serve continue to grow, we will continue to enhance our system and facilities while addressing traffic congestion and air quality concerns. In the next three years, Capital Metro has planned to invest nearly $300 million in capital projects to better serve our growing population. Capital Metro seeks $5 million from the appropriations process for these improvements and expansions of our bus service and facilities.

Hike and Bike Trail - $3 million
During Capital Metro's 2004 All Systems Go open houses, workshops and briefings, the Central Texas community encouraged Capital Metro to begin planning for bike and pedestrian trails along rail lines. Capital Metro has coordinated local efforts to plan for pedestrian and bicycle trails along several rail corridors in Capital Metro's service area. Capital Metro is seeking $3 million for its planned pedestrian and bicycle trail located in the right of way of its 32-mile Urban Commuter Rail line from Austin to Leander.

Paratransit Service Vehicles - $2 million

Pursuant to, and in accordance with, the Americans with Disabilities Act, Capital Metro provides door-to-door van and sedan paratransit service throughout Central Texas for persons with disabilities and senior citizens. This $11.7 million (FY08) program provides more than 500,000 rides each year. Capital Metro will be replacing many of the vans and sedans that serve this program, as they are retired during Fiscal Year 2009. This crucial funding will assist Capital Metro in ensuring the accessibility of transportation services for all Central Texans.

I look forward to working with the Committee in order to demonstrate the necessity of these projects. Your consideration and attention are greatly appreciated.

CLPHA
making public housing work in your community

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April 16, 2008

The Honorable John W. Olver
Chairman
Subcommittee on Transportation, Housing and
Urban Development, and Related Agencies
Committee on Appropriations
U.S. House of Representatives
2358 Rayburn House Office Building
Washington, DC 20515

The Honorable Joseph Knollenberg
Ranking Member
Subcommittee on Transportation, Housing and
Urban Development, and Related Agencies
Committee on Appropriations
U.S. House of Representatives
2358 Rayburn House Office Building
Washington, DC 20515

Dear Chairman Olver and Ranking Member Knollenberg:

On behalf of the Council of Large Public Housing Authorities (CLPHA), thank you for the opportunity to submit testimony for the record on the administration's proposed FY 2009 public housing budget.

CLPHA members represent virtually every major metropolitan area in the country and on any given day, they serve more than one million households. Together, they manage approximately 40 percent of the nation's multi-billion dollar public housing stock, and administer over 30 percent of the Section 8 voucher program.

Last year, a first-ever national study measuring the economic impact of public housing demonstrated that public housing is an essential part of the housing market and makes significant contributions to local economies. The Econsult study showed that direct spending by public housing authorities on capital improvements, maintenance and operations generates additional dollar-for-dollar indirect economic activity in local communities.

Given the uncertain economic conditions of today's housing market—with record-setting foreclosure rates among homeowners, a crisis in the credit and home mortgage lending industries, and an insufficient supply of rental housing nationwide—the housing crisis we are facing will place even greater pressure on the type of decent, safe and affordable housing provided by public housing communities.

Regrettably, this Administration's proposed FY 2009 budget is a continuation of a now eight year effort to cripple, dismantle, devalue, and defund public housing as we know it. From cruel budget cuts to the evisceration and elimination of programs – such as Drug Elimination Grants and HOPE VI – this budget, in Chairman Olver's words is an "assault on public housing".

Operating Fund

The Administration's proposal of $4.3 billion for the Operating Fund is a paltry increase of $100 million over last year's appropriation. HUD's own budget justifications indicate that $5.3 billion is needed to fully fund the Operating Fund in FY 2009. Furthermore, the Operating Fund has not been fully funded since 2002, and estimates show that during those years, public housing lost nearly $3 billion in operating subsidies alone.

At 81 percent funding, this budget proposal says, in essence, that housing authorities should shut down 19 percent of their operations or units. Nineteen percent of all public housing is indeed substantial, as it represents approximately 227,000 units. In reality, housing authorities will not shut down their units. They will, however, cope with this low proration by reducing services to residents. With insufficient resources to properly maintain existing units, more units may become severely distressed.

Coupled with the under-funding is HUD's problematic implementation of asset management. Complicating the issue are the restrictions HUD placed on management fees, which prevent housing authorities from charging reasonable fees for administration. We are thankful to Congress for reaffirming via legislation that housing authorities may use a portion of their capital fund to pay for some central office costs.

However, there is a serious concern among housing authorities that the continued shortfalls in annual public housing funding – such as the FY 2009 budget request – will make the transition needlessly difficult, if not impossible to achieve, which will ultimately result in negative consequences for resident services. Thus, in this context, the Administration's request to fund only 81 percent of need is both inadequate and indefensible.

CLPHA requests that Congress fully fund the Operating Fund at the industry recommended level of $5.3 billion in FY 2009.

Capital Fund

The Administration's proposal for $2.024 billion is approximately $415 million less than the amount appropriated by Congress in FY 2008. HUD justifies this amount by claiming the Administration's request would "provide resources to support the estimated $2 billion annual capital accrual needs of the public housing inventory." However, in reality, the Administration's funding request is considerably lower than the annual accrual needs. Therefore, funding at this requested level will severely under-fund accrual needs by more than $700 million in FY 2009. Furthermore, it completely ignores the backlog of modernization needs, which could be in the tens of billions.

The negative impacts of under-funding the Capital Fund will have harmful trickle down effects on other entities, including on private sector investments. Housing authorities are now able to raise private capital by pledging their future Capital Funds toward the repayment of bonds and loans. To date, housing authorities have borrowed $3 billion through the Capital Fund Financing Program (CFFP) and have used the money creatively to make large-scale comprehensive improvements to their developments. In this respect, under-funding the Capital Fund will sow the seeds of uncertainty for private investors, and will cause private lenders to shy away from future investments in public housing neighborhoods.

Housing authorities who must borrow against their future years' Capital Fund allocations will now face the problem of being unable to address future years' annual capital needs. Since housing authorities are required to service the debt on these loans, they are hampered in addressing the capital needs of other developments in their portfolio. More often than not, this results in the delay of necessary repairs and upgrades, which inevitably leads to future higher costs for essential repairs. This cycle of borrowing now and forgoing repairs until later does not – and will not – solve the issue of an aging public housing portfolio.

If the Capital Fund is fully funded in FY 2009, housing authorities will be able to meet accrual needs, begin to address the modernization backlog, and continue to encourage private sector investment in public housing neighborhoods.

CLPHA requests that Congress fully fund the Capital Fund at the industry requested level of $3.5 billion in FY 2009.

HOPE VI

In FY 2009, for the third consecutive year, the Administration is proposing to end HOPE VI. HOPE VI is an essential tool for PHA's and has leveraged more than $12 billion in additional private and public investment since the program began in 1993. HOPE VI has proven itself to be one of the most significant neighborhood reinvestment strategies of the last decade. It has transformed communities of despair and unrelenting concentrations of poverty into mixed-income communities that will serve as long-term assets in their neighborhoods.

With the kind of documented success HOPE VI has achieved throughout the country, it is surprising that the Administration's proposed budget does not reflect the need and desire for the transformative value this program holds. In 1993, when the program was first authorized, the stated goal was to demolish severely distressed public housing, estimated at that time to be 100,000 units. Today, 15 years later, we are still faced with a substantial number of severely distressed public housing units. This is partly the result of the deliberate underfunding of the Capital Fund Program. In fact, it has been estimated that there may be as many as an additional 82,000 severely distressed units. Viewed in this context, the purpose of HOPE VI is far from over as there is still much work to be done.

CLPHA requests that Congress reauthorize, expand and provide adequate funding of $800 million for the HOPE VI program.

Tenant-Based Housing Choice Voucher Program

The Administration is proposing $14.3 billion and an offset of $600 million for renewals in FY 2009 under the Tenant-Based Housing Choice Voucher Program. However, the industry estimates that $15.4 billion is needed for tenant-based renewals. Therefore, HUD's request would fail to support between 55,000 to upwards of 100,000 vouchers currently in use.

HUD proposes that PHA's be funded "based on the amount public housing agencies were eligible to receive in calendar year 2008 and by applying the 2009 annual adjustment factor." In their budget justification, HUD claims that such a budget based approach "results in predictable future year funding allocations." However, this budget based approach does not account for significant changes in local housing markets, nor does it reward housing authorities for improved utilization costs. Therefore, CLPHA believes funding for the housing choice voucher program should continue to be funded by using actual leasing and cost data, as it has for the past two funding cycles.

Similarly, HUD and OMB recognize that the voucher program is one of the most effective government programs, and yet this proposed budget does not provide the full funding required that will ensure continued success. Past performance shows that the program has been effective in reducing homelessness, overcrowding, and frequent moves; moreover, it has enabled families to move into less impoverished neighborhoods with better schools and a reduced exposure to crime.

CLPHA requests that Congress fully fund the renewal of the Tenant-Based Housing Choice Voucher program at the industry requested level of $15.4 billion.

Tenant Protection Vouchers

The Tenant Protection account is cut in FY 2009, from $200 million in FY 2008 to $150 million. In its justification, HUD claims additional costs for tenant protection vouchers may be obtained by using un-obligated balances from funds in the Housing Certificate Fund or from Annual Contributions for Assisted Housing. HUD also proposes removing the requirement that a tenant protection voucher be provided for all units that were occupied in the previous 24 months that cease to be available for occupancy. Here again, through its budget proposal, HUD will limit affordable housing opportunities for low-income families while severely undermining housing authorities' redevelopment efforts. These vouchers are a critical resource for families on waiting lists and for PHAs seeking to redevelop new housing units.

CLPHA requests that Congress fully fund Tenant Protection Vouchers in FY 2009.

Administrative Fees

HUD proposes $1.4 billion for administrative fees in FY 2009, a $49 million increase over FY 2008. CLPHA has determined that this amount is insufficient for FY 2009. The FY 2008 administrative fees were prorated at 86%. If they were fully funded, the fees would require over $1.5 billion in FY 2009.

CLPHA requests that Congress fully fund Administrative Fees at the industry recommended level of $1.54 billion.

Safety and Security

As it has for every year since 2002, the Administration's budget provides no specific funding for safety and security in public housing through the Public Housing Drug Elimination Program (PHDEP). HUD claims "PHAs can supplement other public housing security efforts using operating funds if they choose." Despite evidence to the contrary, the Administration fails to see the widespread, positive impact the program has had and its sustained strong support from PHAs, residents, local law enforcement and other concerned parties. Until its termination, PHDEP was a widely used program in public housing, and since then, housing authorities have had to dip into their already scarce operating subsidies to combat crime and drugs, and ensure safety in their units.

CLPHA requests that Congress fully fund Safety and Security at the industry recommended level of $310 million.

Resident Opportunity Services

For FY 2009, The Administration recommends $38 million for supportive services, service coordinators, and congregate services. This is a $2 million reduction from FY 2008, and is budgeted in the Public Housing Capital Fund, which has the effect of further reducing the total funding for capital needs. CLPHA strongly supports and urges separate funding for the ROSS program in order to address the critical, on-going need for supportive services among our most vulnerable residents, including the elderly and persons with disabilities.

CLPHA requests that Congress fully fund Resident Opportunity Supportive Services as a separate program at the industry recommended level of $55 million.

Other Set-Asides

This year, HUD proposes $48 million for Family Self-Sufficiency coordinators, $1 million less than the FY 2008 appropriation. HUD also proposes $39 million to prevent displacement of the elderly and disabled families who receive assistance by the Disaster Assistance Program, and $75 million for incremental vouchers administered in conjunction with the Department of Veterans Affairs.

CLPHA requests that Congress fully fund Service Coordinators for the elderly and disabled at the industry recommended level of $50 million.

CLPHA members remain committed to providing quality housing and management services in public housing. However, without adequate funding, PHAs cannot ensure that housing is properly maintained or needed services are available. Given increasing housing costs and struggling housing markets across the country, protecting and preserving public housing has proven ever more critical to low-income families.

We appreciate the opportunity to submit our comments and public housing funding requests to the Committee. We look forward to continuing to work with the Committee in our joint efforts to advocate for, and deliver, safe and affordable public housing to our nation's most disadvantaged and vulnerable persons.

Sincerely,

Sunia Zaterman

Sunia Zaterman,
Executive Director

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Statement of

EASTER SEALS

regarding the

Status of and Fiscal Year 2009
Appropriation

for

EASTER SEALS PROJECT ACTION
AND THE NATIONAL CENTER ON SENIOR TRANSPORTATION

to the

SUBCOMMITTEE ON TRANSPORTATION, TREASURY AND HOUSING AND URBAN DEVELOPMENT, THE JUDICIARY, DISTRICT OF COLUMBIA

UNITED STATES HOUSE OF REPRESENTATIVES
COMMITTEE ON APPROPRIATIONS

April 16, 2008

Contact: Jennifer Dexter, Easter Seals
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Chairman Olver, Ranking Member Knollenberg and Members of the Subcommittee, Easter Seals appreciates this opportunity to share the successes of Easter Seals Project ACTION and the National Center on Senior Transportation.

Project ACTION Overview

Project ACTION was initiated during the appropriations process in 1988 by funding provided to the Federal Transit Administration to undertake this effort with Easter Seals. We are indeed grateful for that initiative and the ongoing strong support of this Subcommittee in subsequent years.

Following its initial round of appropriations, Congress authorized assistance to Project ACTION in 1990 with the passage of ISTEA and reauthorized the project in 1997 as part of TEA-21 and in 2005 as part of SAFETEA-LU. The strong interest and support of all members of Congress has been greatly appreciated by Easter Seals as it has pursued Project ACTION's goals and objectives.

Since the project's inception, Easter Seals has administered the project through a cooperative agreement with the Federal Transit Administration. Through steadfast appropriations support, Easter Seals Project ACTION has become the nation's leading resource on accessible public transportation for people with disabilities. The current project authorization level is $3 million, and Easter Seals is pleased to request the appropriation of that sum for fiscal 2009.

The strength of Easter Seals Project ACTION is its continued effectiveness in meeting the congressional mandate to work with both the transit and disability communities to create solutions that improve access to transportation for people with disabilities of all ages and to assist transit providers in complying with transportation provisions in the Americans with Disabilities Act (ADA).

National Center on Senior Transportation Overview

The National Center on Senior Transportation (NCST) was created in SAFETEA-LU to increase the capacity and use of person-centered transportation options that support community living for seniors in the communities they choose throughout the United States. The center is designed to meet the unique mobility needs of older adults and provide technical assistance and support to older adults and transit providers. The NCST is administered by Easter Seals in partnership with the National Association of Area Agencies on Aging (N4A) and involves several other partners including the National Association of State Units on Aging, The Community Transportation Association of America, The American Society on Aging, and The Beverly Foundation. The Cooperative agreement forming the NCST was developed in August of 2006 and the Center was officially launched in January of 2007.

The goals of the NCST are:

- Greater cooperation between the aging community and transportation industry to increase the availability of more comprehensive, accessible, safe and coordinated transportation services;
- Increased integration of provisions for transportation in community living arrangements and long-term care for older adults;
- Enhanced capacity of public and private transportation providers to meet the mobility needs of seniors through available, accessible, safe and affordable transportation;
- Enhanced capacity of human service providers to help seniors and/or caregivers individually plan, create and use appropriate transportation alternatives;
- Increased knowledge about and independent use of community transportation alternatives by seniors through outreach, education and advocacy;
- Increased opportunities for older adults to obtain education and support services to enable the individuals to participate in local and state public and private transportation planning processes.

The tools and resources being developed to achieve these goals include

- Technical assistance extended through cross-agency and public/private collaboration to improve and increase mobility management for older adults through new or existing local and state coalitions;
- Technical assistance and other supportive services extended to communities, seniors, transportation and professional agencies and organizations, government, and individuals so they can effectively address barriers and/or respond to opportunities related to senior transportation; and
- Creation and dissemination of products and training programs (e.g., brochures, workbooks, best-practice guides and self-assessments) to help transportation providers, human service agencies and older adults and their caregivers understand their roles and/or opportunities for increasing senior mobility options;
- Use of an 800-telephone line, Web site, visual exhibit, newsletters and other communication tools;
  Implementation of communication strategies to increase the profile of senior transportation on topics such as emerging best practices, advances in public policy, success stories and more;
- Facilitation and testing of new ideas to increase and improve community mobility for seniors through the administration and management of demonstration projects.

In SAFETEA-LU, the NCST is authorized at $2 million for the first year of the project and $1 million for years after that. Easter Seals respectfully requests and appropriations of $3 million for the NCST in fiscal 2009. The additional $2 million included above the authorized level in this request would allow the center to fund local community's efforts to demonstrate creative, unduplicated and effective solutions to increasing mobility for older adults. This funding will allow us to support local communities' efforts to put the tools and resources developed by the NCST into practice.

Highlighted Activities of Project ACTION and the National Center on Senior Transportation During the Last Year

Both Project ACTION and the NCST are working at the state, local and national level to achieve the goal of greater mobility for all Americans. The past year has been an exciting one and the role of Project ACTION and the NCST as productive, highly trustworthy, innovative resources to the Federal Transit Administration has continued to grow.

In late 2007, the NCST released an RFP to local communities to undertake demonstration projects that will work creatively to meet the transportation needs of older adults living in the community. More than 300 public, private and faith-based aging/human services and transportation organizations from 46 states plus the District of Columbia applied.Eight community organizations have been selected to receive grants from the National Center on Senior Transportation. The grants range from $35,000 to $90,000. The sites will also receive 24 months of tailored technical assistance. A panel of external reviewers selected these organizations:

Human Services Council, Vancouver, Wash.

Jewish Family and Children's Services of Minneapolis, Minnetonka, Minn.

Knoxville-Knox County Community Action Committee, Knoxville, Tenn.

Leslie, Knott, Letcher Perry Community Action Council, Inc., Jeff, Ky.

Meadowlink Commuter Services, Rutherford, N.J.

Mid County Senior Services, Newtown Square, Pa.

Southwest Michigan Planning Commission, Benton Harbor, Mich.

ACCESS Transportation System, Pittsburg, Pa.

A highly promising new tool that both Project ACTION and the NCST are accessing to achieve their missions is distance learning. Distance learning has proven to be a highly effective method to reach an exponentially greater number of stakeholders to educate and inform them about activities that will increase the mobility of older adults and people with disabilities. For instance, over 800 people have participated in technical trainings offered by Project ACTION and the NCST with approximately 120 people signing up for each event on average. This has allowed approximately 5 times as many people to be trained by project staff. The experience has been so positive that the FTA has requested that the project triple their distance learning activities over the next three years contingent on funding. An additional training success was the presentation of the Project ACTION "People on the Move" program in New Orleans, LA to help assure that transportation options for people with disabilities were part of the rebuilding efforts in that city. Project ACTION was also proud to introduce a new course this year to increase the skills, knowledge and abilities of travel training professionals. Within 3 months following each of these three trainings being offered this year, participants will submit a report detailing how they used the curriculum materials to train people with disabilities to use public transportation, improve policies and practices, educate colleagues and increase their own knowledge.

Both projects have also instituted an on-line technical assistance tracking process that will help identify geographic and issue area trends in our technical assistance efforts so that broader training and technical assistance tools can be targeted at specific needs.

There are currently three ongoing studies that will result in new tools being added to the resource clearinghouse for both projects. The first is in the area of accessible taxi service and is critical to meeting the needs of both older adults and people with disabilities, particularly in rural areas. The other two are in the areas of bus stop accessibility and accessible pathways. In addition Project ACTION just released a report on wheelchair mobility that addresses the growing need to address larger wheelchairs in vehicles.

Fiscal 2009 Request

In order to continue the outstanding work of Easter Seals Project ACTION and the NCST, Easter Seals respectfully requests that **$3 million** be allocated for Project ACTION and **$3 million** be allocated for the National Center on Senior Transportation in fiscal 2009 to the Department of Transportation for project activities.

Mr. Chairman, thank you for the opportunity to present this testimony to the Subcommittee. Your efforts have improved the accessibility of transportation for persons with disabilities and older adults and the ability of the transportation community to provide good service to all Americans. Easter Seals looks forward to continuing to work with you toward the pursuit of these objectives.

HORIZON
LINES®

Charles G. Raymond
Chairman

April 11, 2008

The Honorable John Olver
Chair, Subcommittee on Transportation,
Housing and Urban Development
Committee on Appropriations
United States House of Representatives
2358 Rayburn House Office Building
Washington, D.C. 20510

Dear Mr. Chairman:

Horizon Lines supports increased funding for the title XI maritime loan guarantee program in FY 2009 appropriations legislation.

Last year FY 2008 appropriations legislation included $5 million for the title XI program. Prior to last year, the title XI program had not been funded for years. We commend you for the inclusion of title XI funding in the FY 2008 appropriations statute because that funding is a qualitatively important step towards reestablishing needed regular funding for the title XI program.

Regular funding for the title XI program would serve the national interest by enabling vessel operating companies and shipyards to plan for fleet renewal and other vessel projects. The title XI program is also important because it leverages appropriated dollars. Generally, each dollar of title XI funding leverages as much as 20 dollars. As a result, a $30 million title XI appropriation can support over $600 million in shipbuilding. Title XI investments would strengthen U.S. shipyards and the nation's defense industrial base. Title XI investments would strengthen the U.S.- flag merchant marine, improving transportation service available to U.S. business and consumers and enhancing the support provided by our merchant marine to our nation's defense. Accordingly, it is important to continue the progress on title XI that was made last year.

Horizon Lines is a U.S. citizen owned, publicly traded company that operates only U.S. flag, U.S. citizen crewed vessels. Horizon Lines vessels have for decades regularly called at ports on our nation's Atlantic, Gulf, and Pacific coasts. The recent record is that the U.S.-flag common carrier domestic services have not generated new vessels absent title XI guarantees.

Accordingly, we believe that it would be in the national interest if FY 2009 transportation appropriations legislation does include title XI funding, and at a higher level than was enacted last year. The level of money that is needed to create a regular and viable title XI program is small compared to the total funding in the transportation-HUD appropriations bill. But it is important that Congress fund title XI this year as a necessary step in establishing the title XI program as a regularly and adequately funded program. That consistency, as well as the funding, is important to achieving the public benefits of this program.

Thanks for your consideration of our views on this important issue.

Sincerely,

Charles G. Raymond
Chairman, President and CEO

C: Rep. Knollenberg

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Testimony
by

Milton R. Sees
Secretary
Illinois Department of Transportation

Submitted for the record
To the

House Committee on Appropriations
Subcommittee on Transportation, Housing and Urban Development,
and Related Agencies

April 14, 2008

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Mr. Chairman and Members of the Subcommittee, we appreciate the opportunity to submit testimony concerning the FFY 2009 US Department of Transportation (US DOT) appropriations on behalf of the Illinois Department of Transportation (IDOT) to the House Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies. We thank Chairman John Olver and the members of the Subcommittee for their past support of a strong federal transportation program and for taking into consideration Illinois' unique needs.

IDOT is responsible for the planning, construction, maintenance and coordination of highways, public transit, aviation, intercity passenger rail and freight rail systems in the state of Illinois. IDOT also administers traffic safety programs. Our recommendations for overall funding priorities and our requests for transportation funding for projects of special interest to Illinois are discussed below.

HIGHWAY

Highway Obligation Limitation:
IDOT urges the Subcommittee to set the obligation limitation for highway and highway safety programs at no less than the guaranteed SAFETEA-LU level of $41.2 billion for FFY 2009 – the same funding level approved in FFY 2008. As you are aware, these guarantees/funding levels were also approved in both the House and Senate FFY 2009 Budget Resolutions. Moreover, IDOT continues to support the SAFETEA-LU guarantees and funding firewalls, as do other transportation advocates such as the American Association of State Highway and Transportation Officials (AASHTO) and the American Road and Transportation Builders Association (ARTBA).

IDOT is aware of the implications of supporting increased transportation funding when the long-term viability of the trust fund is in question. However, IDOT is responsible for securing the federal funding that is needed to address the immediate highway and bridge deficiencies in Illinois and to preserve Illinois' transportation system for succeeding generations. To paraphrase the recent findings of the National Surface Transportation Policy and Revenue Study Commission, the consequences of inaction, at any level, will lead to further deterioration of the Nation's transportation system assets.

Rescission of Unobligated Highway Apportionments:
IDOT urges the Subcommittee to suspend its practice of rescinding unobligated highway apportionments. Since FFY 2002, Congress has enacted language requiring Illinois to rescind a total of $466 million in unobligated apportionments. Rescissions undermine the SAFETEA-LU principles of guaranteed funding and budgetary firewalls by withdrawing promised federal funding to offset increased non-transportation funding in other areas of the budget. The accumulated impact of numerous rescissions since FFY 2002 has exacted burdensome programmatic consequences. With large-scale rescissions, such as the one implemented in FFY 2008 for $3.15 billion, states have less flexibility to shift funding toward unique state needs and to meet individual highway program priorities. Moreover, state transportation departments are being pressured by various transportation interests to make rescissions based on that group's particular preference.

Lastly, the members of the House Appropriations Committee should be reminded that the $8.6 billion rescission enacted in SAFETEA-LU, which becomes effective on the last day of the bill, represents a 22 percent reduction of the estimated $38.3 billion to be apportioned to the states in FFY 2009. Illinois' share of the FFY 2009 rescission is estimated in the range of $285 million to $300 million.

Funding Requests for Meritorious Projects:
If the Subcommittee finds the flexibility to fund meritorious projects in existing discretionary SAFETEA-LU categories or outside the authorized categories, IDOT requests funding for the following projects (noted throughout the testimony) for highway, Intelligent Transportation Systems (ITS), transit and rail funding:

- Rehabilitation of Congress Parkway Bridge: IDOT requests $20 million for rehabilitation and construction of the bridge, which crosses the South Branch of the Chicago River, and is currently classified as structurally deficient.

- New Mississippi River Bridge: IDOT requests $9.6 million for the land acquisition required for the construction of a new eight-lane Mississippi River Bridge in the St. Louis, Missouri and East St. Louis, Illinois area.

- Remote Control Bridge Monitoring for Des Plaines River: IDOT requests $6 million to provide automated remote monitoring and control for a group of six movable bridges crossing the Des Plaines River in the Joliet region.

Other IDOT highway priorities include:
–$20.5 million for expansion of US 51 between Decatur and Centralia;
–$62.5 million for expansion of US 67 between Macomb and Alton;
–$10 million for I-39/I-90 Interchange Reconstruction in Rockford; and
–$12.6 million for development of an east-west IL Route 120 Corridor.

Other IDOT ITS priorities include:
–$6 million for a traffic surveillance system for I-80;
–$2 million for dynamic message signs at the I-39/I-80 Interchange;
–$1.5 million for I-270 fiber network and other ITS devices;
–$6 million for a traffic surveillance system for I-55; and
–$9 million for Vehicle Infrastructure Integration along Route 66.

TRANSIT

Transit Obligation Limitation:
IDOT urges the Subcommittee to set the obligation limitation for transit programs at the guaranteed SAFETEA-LU level in FFY 2009 at $10.4 billion.

- Bus and Bus Facilities: IDOT and the Illinois Public Transportation Association jointly request a federal earmark of $30 million ($6.1 million for downstate bus and $23.9 million for downstate facilities) in FFY 2009 Section 5309 bus capital funds for downstate Illinois.

The request will provide $6.1 million for downstate Illinois transit systems to purchase up to 43 buses and paratransit vehicles to replace overage vehicles and to comply with federal mandates under the Americans with Disabilities Act. All of the vehicles scheduled for replacement are at or well beyond their design life. The request will also provide $23.9 million to undertake engineering, land acquisition or construction for eight maintenance facilities and two transfer facilities that will enhance efficient operation of transit services.

Illinois transit systems need discretionary bus capital funds. Regular formula funding is inadequate to meet all bus capital needs. IDOT believes that Illinois' needs justify a much larger amount of discretionary bus funds than the state has received in recent years. Under SAFETEA-LU, Illinois is expected to receive approximately 6.5 percent of the needs-based formula funds but Illinois has only received between 1 percent and 3 percent of appropriated bus capital funds in the past.

New Systems and Extensions – Chicago Transit Authority (CTA):
IDOT supports the CTA's request for an earmark totaling $30.5 million in New Starts funding to assist in upgrading the Ravenswood Brown Line. The match for these funds has been provided by IDOT.

The funding requested for upgrading the Ravenswood Brown Line would continue construction to extend station platforms to handle longer trains that are needed to serve the increasing demand along this line. Lengthening all platforms to handle longer, 8-car trains, straightening tight S-curves that slow operations and selected yard improvements will increase capacity by 25 to 30 percent. The CTA is seeking $30.5 million in New Starts funds for FFY 2009. A Full Funding Grant Agreement for $245.5 million was executed in January 2004 for the project.

New Systems and Extensions – MetroLink:
IDOT supports the Bi-State Development Agency's request for a federal earmark of $50 million in FFY 2009 New Starts funding for extending the MetroLink light rail system in St. Clair County from Scott Air Force Base to MidAmerica Airport. The MetroLink system serves the St. Louis region in both Illinois and Missouri. MetroLink service has been a tremendous success and ridership has far exceeded projections.

Formula Grants:
IDOT urges the Subcommittee to set appropriations for transit formula grant programs at levels that will allow full use of the anticipated Mass Transit Account revenues. IDOT also supports utilizing general funds to supplement transit needs.

In Illinois, Urbanized Area formula funds (Section 5307) are distributed to the Regional Transportation Authority and its three service boards which provide approximately 600 million passenger trips per year. Downstate urbanized formula funds are distributed to 14 urbanized areas which provide approximately 30 million passenger trips per year.

The Rural and Small Urban formula funds (Section 5311) play a vital role in meeting mobility needs in Illinois' small cities and rural areas. IDOT urges the subcommittee to fully fund Section 5311 at the SAFETEA-LU authorized level. With Section 5311 funding increases already authorized in SAFETEA-LU, Illinois is in the process of expanding service into 24 counties not currently served.

Any decrease in federal funding below the SAFETEA-LU authorized levels could jeopardize the much needed service expansion. In Illinois, such systems operate in 60 counties and 11 small cities, carrying approximately 2.9 million passengers annually.

RAIL

Amtrak Appropriation:
IDOT supports Amtrak's grant request of $1.671 billion in funding from general funds for FFY 2009 to cover capital, operating and debt service costs. In addition, IDOT supports Amtrak's supplemental request for $114 million to cover 60 percent of the labor settlement amount (40 percent was funded within FFY 2008) determined by the Presidential Emergency Board.

Amtrak needs the full amount of their request to maintain existing nationwide operations. IDOT urges Congress to provide funds to continue current service until it develops a new national rail passenger policy and a clear plan for any changes to existing services as part of the congressional reauthorization of Amtrak. Chicago is a hub for Amtrak intercity service, and Amtrak operates 58 trains throughout Illinois as part of the nation's passenger rail system, serving approximately 3.6 million passengers annually. Of the total, Illinois subsidizes 28 state-sponsored trains which provide service in four corridors from Chicago to Milwaukee, Quincy, St. Louis and Carbondale. Amtrak service in key travel corridors is an important component of Illinois' multimodal transportation network and continued federal capital and operating support is needed.

- CREATE Railroad Grand Crossing Connection: IDOT requests $10 million in FFY 2009 for design and construction of a railroad connection between the CN and Norfolk Southern Railroads at 75th Street in Chicago - also know as the Grand Crossing.

- Passenger Rail-Freight Congestion Relief: IDOT requests $1 million in FFY 2009 for engineering and capital improvements to relieve passenger and freight train congestion/delays on the three state-supported downstate corridors.

AVIATION

Airport Improvement Program Obligation Limitation:
IDOT supports a FFY 2009 Airport Improvement Program (AIP) obligation limitation of $3.9 billion, thereby continuing the four-year VISION-100 pattern of increasing the obligation limitation each year by $100 million. This level of funding is supported by the American Association of Airport Executives and the National Association of State Aviation Officials.

Adequate AIP funding remains especially important for Small, Non-Hub, Non-primary, General Aviation and Reliever airports. While most Large/Medium Hub airports have been able to raise substantial amounts of funding with Passenger Facility Charges, the smaller airports are very dependent on the federal AIP program. Airports must continue to make infrastructure improvements to safely and efficiently serve existing air traffic and the rapidly growing passenger demand.

Despite challenges that include high fuel prices and concerns about the economy, U.S. commercial aviation is on track to carry one billion passengers by 2016, as predicted by the Federal Aviation Administration in a recently released forecast for the period 2008-2025. In addition, the most recent National Plan of Integrated Airport Systems (NPIAS) report identified $41.2 billion in airport development needs over a five-year period (2007-2011), an annual average of $8.2 billion. Lower AIP obligation levels translate into less federal funds for airport projects, thereby exacerbating the existing capital project funding shortfall.

Essential Air Service Program (EAS): IDOT supports an EAS program funded at a level that will enable the continuation of service at all current Illinois EAS points. Several Illinois airports, Decatur, Marion/Herrin and Quincy, currently receive annual EAS subsidies.

Small Community Air Service Program: IDOT supports funding for the Small Community Air Service Development Program in FFY 2009, at a level of no less than at the full authorized FFY 2008 level of $35 million. Illinois airports have received funding from this program in the past.

Other IDOT Non-modal Priorities:

- Resource Center for Disadvantaged Business/Minorities/Women: IDOT requests $450,000 for an IDOT resource center for disadvantaged, minority and women owned businesses aimed at increasing participation on all IDOT projects as well as CREATE.

- Height Modernization: IDOT requests $3.5 million to establish a Height Modernization (HM) program in Illinois. This will be requested through the Appropriations Subcommittee on Science, State, Justice, Commerce and Related Agencies.

Finally, should Congress develop a second stimulus package IDOT would support the inclusion of an infrastructure component. IDOT has identified approximately 295 highway, transit, rail and aviation projects at a value of $2.5 billion that would be ready-to-go in a short time frame to not only stimulate the economy by creating good paying jobs, but provide long-term improvements to our transportation infrastructure.

This concludes my testimony. I understand the difficulty you face trying to provide needed increases in transportation funding. However, an adequate and well-maintained transportation system is critical to the nation's economic prosperity and future growth. Your ongoing recognition of that fact and your support for the nation's transportation needs are much appreciated. Again, thank you for the opportunity to discuss Illinois' federal transportation funding concerns.

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Statement of the National AIDS Housing Coalition
House Appropriations Subcommittee on Transportation, Housing and Urban Development and Related Agencies

April 16, 2008

The National AIDS Housing Coalition (NAHC) requests $470 million for the Housing Opportunities for Persons With AIDS Program (HOPWA) for FY 2009. NAHC is a national non-profit membership based housing organization founded in 1994 whose mission is centered on the creation, development, management and growth of housing for persons living with HIV/AIDS in communities nationwide. NAHC's members are people living with AIDS, service providers, developers and advocates. The following policy imperatives have guided NAHC's advocacy on behalf of meeting the housing needs among people living with the impoverishing and debilitating effects of HIV/AIDS:

- Making subsidized, affordable housing, including supportive housing for those who need it, available to all low-income people living with HIV/AIDS;
- Making housing homeless persons a top prevention priority, as housing is a powerful, effective HIV prevention strategy; and
- Incorporating housing interventions as a critical element of HIV healthcare.

The Housing Opportunities for Persons With AIDS (HOPWA) program, relied upon by HIV/AIDS housing providers nationwide, is a proven flexible program which makes possible a continuum of housing-related and supportive services for low income individuals and their families living with HIV/AIDS. HOPWA dollars support rental, facility-based and short-term assistance, including limited rent, mortgage or utility payments that play a role in homelessness prevention. HOPWA dollars provide the flexibility to support new housing development and rehabilitation as well as housing-related case management and supportive services. Finally, HOPWA dollars fund community strategic planning efforts that facilitate better coordination of local and private planning and fill gaps in local systems of care to meet housing needs among people with HIV/AIDS and their families.

Housing Need Among People with HIV/AIDS

The Centers for Disease Control estimates as many as 40,000 new AIDS cases every year and AIDS housing providers project that as many as half of the nearly 1.2 million individuals now living with HIV/AIDS will need some form of housing assistance during the course of their illness. The Administration's proposal of flat funding for HOPWA will permit assistance to only 70,500 households. During 2008, as many as

MISSION
NAHC works to advance the creation, development, management, and growth of housing for persons living with HIV/AIDS in our communities.

four new jurisdictions may become eligible for formula funding (Bakersfield, CA; Palm Bay, FL; the State of Nebraska; and Tulsa, OK). In the current fiscal year, HOPWA will continue housing support for 67,000 households in 126 formula jurisdictions in all fifty states, the District of Columbia, Puerto Rico and the Virgin Islands. **NAHC recommends a funding level of $470 million which would permit assistance to an additional 100,000 people with HIV/AIDS in need of housing assistance.**

Across the country providers face enormous challenges in assuring that the housing, which is so central to access and adherence to HIV/AIDS care and treatment, will be available. For example, in Massachusetts, AIDS CARE/ Hampshire serves 13 people living with HIV in scattered –site housing from across Hampshire County. Those assisted include women with children, singles with mental illness and other co-occurring conditions and people who have been chronically homeless. Since the program's inception in 2002, 22 persons have been housed and 100 received housing information or search assistance. Sixty people have been aided in applying for Section 8 assistance. The program, which started with six subsidies, has more than doubled. Unfortunately, in the past two years, HOPWA funding to the program has been reduced by over 25%. Seventeen (17) people are currently on the waiting list for HOPWA assistance

Similarly, in Michigan, the Oakland Livingston Human Services Agency (OLHSA) home support division reports huge challenges in housing the 20% of their HIV clients who are women with children. The Pontiac Housing Commission's two buildings serve seniors and disabled but do not permit children, and sometimes mothers and children must be separated. OLSHA must negotiate on behalf of clients with landlords for units often in deplorable conditions. Affordable rents are simply unavailable. According to the National Low Income Housing Coalition's most recent *Out of Reach* report, in Livingston County the housing wage for a 2 bedroom unit is $17.19 and the fair market rent is $894. Similarly in Oakland County the 2-bedroom housing wage is $15.48 and the fair market rent is $805. Many OLHSA clients are very poor, many subsisting on supplemental security income, the federal payment for which in 2008 is a maximum of $637.

Housing role in positive health outcomes for people with HIV/AIDS is incontrovertible.

The Third National Housing and HIV/AIDS Research Summit, convened by NAHC in March 2008 in collaboration with the Department of Health, Behavior and Society of the Johns Hopkins Bloomberg School of Public Health was the forum for release of preliminary data from two important major studies on housing as an effective and cost-saving health care intervention for homeless and unstably housed persons with HIV and other chronic health conditions. The "Housing First" Chicago Housing for Health Partnership (CHHP) program improves quality of life and reduces hospital, emergency room and nursing home visits of homeless individuals with chronic medical illnesses. Preliminary results demonstrated that annual medical expenses for clients who here housed were at least $873,000 less than their counterparts receiving usual care (of 407 study participants, ½ were housed; while ½ received "usual care" provided by shelters, family and recovery programs). Housed participants also demonstrated improved health outcomes with HIV-positive participants twice as likely at 12 months to have an undectable viral load than their usual care counterparts.

Preliminary results from the HUD/Centers for Disease Control Housing and Health Study (H&H) also highlight the powerful connection between stable housing and improved health outcomes for people with HIV/AIDS. Though preliminary results show significant improvement in housing status among the 630 HIV-positive participants in three cities -- both housed and customary care—health outcomes improved for the group as a whole including:

- A 34% reduction in emergency room visits;
- A 21% reduction in hospitalizations;
- A 44% reduction in self-reported opportunistic infections;
- A 40% reduction in sex trade; and
- Significant improvement in mental health status.

Other findings presented at Summit III provide strong documentation that stable housing has huge implications for the continuing HIV epidemic and associated health disparities. These include that lack of stable housing is associated with HIV risk among vulnerable persons and with health disparities. Housing status is an effective predictor of access to and remaining in health care as well as access and adherence to HAART (Highly Active Anti Retroviral Therapy). Stable housing remains a critical unmet need among people with HIV/AIDS. For example, an ongoing study of US veterans living with HIV shows that 32% have experienced homelessness and 7% are currently homeless.

A Snapshot of HIV/AIDS Housing Need from Across the Country

In nearly every region, HIV/AIDS housing need is unmet. In AL, more than 200 people with HIV/AIDS languish in shelters or on the streets in Birmingham alone. Thirty-eight percent report at least one episode of homelessness following their HIV diagnosis. In Boston, 833 households or 16.8% of reported HIV/AIDS cases receive housing assistance but 226 are waiting for help. Statewide in Connecticut, 93% of those seeking housing were turned away due to lack of space last year. This is up from 87% turned away last year. In Baltimore, 505 people with HIV/AIDS were added to the HOPWA waiting list during September 2007 – a one month period. In Portland, OR, 2,143 additional subsidies could be used according to the EMA. In St. Louis of the 262 people awaiting assistance, 670 are children. The wait for HOPWA housing assistance in Philadelphia is up to 15 months. The waiting list in San Francisco closed in 2001 with 2,000 people. In Hawaii 101 people with HIV/AIDS waited for assistance during 2006-2007, while more than 10,500 names are on the now closed Section 8 waitlist for the city and county of Honolulu. In Milwaukee 40% of the very low income people living with HIV are ineligible for housing support and those who are eligible can have waits as long as 5 years.

Other Low –Income Housing Programs Remain Crucial

Of course, HOPWA will never fully meet housing need for all those living with HIV/AIDS and their families. AIDS housing providers urge full and adequate funding for the range of low income housing programs relied upon in the continuum of housing and services for people with HIV/AIDS, including, McKinney Vento Homeless Assistance Grants, Housing Choice Vouchers, Public Housing, and Section 811 Housing for People with Disabilities, among others.

As a testament to the program's effectiveness, HOPWA clients exceeded the National Performance Goal of 80% achieving housing stability. For example, of HOPWA clients receiving rental assistance during the 2005-2006 program year, 90% achieved housing stability. (HOPWA Update Fall 2007, HUD Office of Community Planning and Development, Office of HIV/AIDS Housing).

In conclusion, NAHC urges the committee to fund the Housing Opportunities for Persons With AIDS program at the highest level possible for FY2009. An appropriation of $470 million would accommodate new formula jurisdictions expected to become eligible as well as assist existing programs to move closer toward meeting the actual needs in their jurisdictions.

NAHC respectfully asks the Subcommittee to approve funding of $470 million for the Housing Opportunities With AIDS program for FY2009.

Respectfully submitted,

Nancy Bernstine
Executive Director
National AIDS Housing Coalition

April 16, 2008

nami
The Nation's Voice on Mental Illness

STATEMENT OF ANDREW SPERLING, DIRECTOR OF LEGISLATIVE ADVOCACY
NATIONAL ALLIANCE ON MENTAL ILLNESS
TO THE TRANSPORTATION-HUD SUBCOMMITTEE
COMMITTEE ON APPROPRIATIONS
U.S. HOUSE OF REPRESENTATIVES
REGARDING FY 2009 FUNDING FOR THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT (HUD)
MARCH 21, 2008

Chairman Olver, Ranking Member Knollenberg and members of the Transportation-HUD Subcommittee, I am pleased to offer NAMI's views on the FY 2009 proposed budget for the Department of Housing and Urban Development (HUD). NAMI is the nation's largest organization representing individual's living with mental illness and their families – 210,000 members and 1,200 affiliates in all 50 states.

Access to decent, safe and affordable housing is perhaps the most daunting challenge facing people with mental illness and their families. As with other non-elderly disabled populations, people living with serious mental illness have the highest level unmet need for housing assistance of any group eligible for federally subsidized housing assistance. The most recent *Priced Out* study from the Technical Assistance Collaborative (TAC) and the Consortium for Citizens With Disabilities (CCD) Housing Task Force documents this alarming affordable housing crisis. The study compares HUD Fair Market rents for modest housing to the monthly Supplemental Security Income (SSI) received by people with the most serious and long-term disabilities in 2006. Among the key findings are the following:

- In 2006, SSI recipients needed to pay more than their entire monthly income to rent a modest one bedroom or efficiency/studio unit;
- In 2006, modest one bedroom units cost 113% percent of SSI monthly income and studio units cost 101% of SSI;
- The 3+ million people with disabilities between age 18-62 who received SSI payments averaging $632 per month (the national average monthly SSI payment in 2006 was $632 – a calculation which includes state SSI supplements provided to all people with disabilities living independently) or $7,584 per year – had incomes equal to only 18.19 percent of the national median income for a one-person household.

Moreover, a recent TAC-CCD analysis estimates that 1.2-1.3 million very low income non-elderly disabled households without children had "worst case" housing needs in 2005. This range is twice as high as the HUD estimate of 542,000 non-elderly disabled households published in the agency's Worst Case housing needs report to Congress.

The CCD Housing Task Force study – *The Hidden Housing Crisis: Worst Case Housing Needs Among Non-Elderly Adults With Disabilities* – analyzed data on the housing of persons with disabilities from the 2005 American Community Survey to estimate worst case needs among non-elderly adult renters with disabilities. Worst Case needs, a concept designed to count the number of renters with acute needs for rental housing assistance, are defined as unassisted renters with income below half of their area's median family income who either pay more than half of their income for housing or live in severely substandard housing.

In addition to improving estimates of worst case needs among non-elderly households with disabilities without children, the TAC-CCD study also found that between 900,000 and 1 million families with children with worst case needs in 2005 had non-elderly adults with disabilities in the household. Thus, overall, the study estimates that almost half of the nation's 4.7 million non-elderly households with worst case needs include adults with disabilities. The remaining 1.3 million worst case households have elderly heads or spouses.

The Administration's Proposal to Cut HUD Section 811 Must Be Rejected

President's FY 2009 budget would cut Section 811 by $77 million, dropping funding down to $160 million from its FY 2008 level of $237 million. Nearly all of this proposed reduction would come from the portion of the 811 program that produces new units of permanent supportive housing, the capital advance/project-based side of the program, i.e. capital grants and project-based rental assistance directed to non-profit disability groups that develop supportive housing (specifically, housing targeted to individuals with severe disabilities who need services directly linked to their housing).

The President's FY 2009 budget proposes to direct a large share of the proposed $160 million in the Section 811 program to the renewal of existing rent subsidies (both tenant-based and project-based), with a small amount left to fund new capital advance/project-based grants and new tenant-based subsidies. The $160 million would be allocated as follows:

- $87 million would be directed to tenant-based renewals – to renew the existing 811 tenant-based vouchers now in use,
- $32 million for project-based renewals (also known as PRACs) – renewing rent subsidies that are tied to 811 properties,
- $29 million for new capital advance/project-based grants to non-profit disability groups, and

- $10 million for a new demonstration program that would allow funding from the Low-Income Housing Tax Credit (LIHTC) program to be integrated into 811 housing developments.

CCD urges the T-HUD Subcommittee to reject this short-sighted cut and restore funding for Section 811 at least to its current level of $237 million, with all of restored funding directed toward development of new project-based units.

NAMI supports efforts to reform Section 811 through innovative approaches that layer alternative sources of capital such as the Low-Income Housing Tax Credit (LIHTC). Unfortunately, the specifics of the Administration's $10 million demonstration proposal has not (to date) been shared with Congress. Instead, NAMI is working through the CCD Housing Task Force with Representative Chris Murphy (CT) and Financial Services Committee Chairman Frank on a comprehensive reform proposal for Section 811 that includes an innovative demonstration for mixed financing and promotion of integrated housing for people with disabilities. Finally, CCD opposes funding for new 811 tenant-based "mainstream" vouchers. HUD has so mismanaged this program that there is no assurance that any new funding would be effectively targeted people with severe disabilities that need supportive services linked to housing.

Support the Recommended Increases for the McKinney-Vento Homeless Assistance Act and Permanent Supportive Housing

NAMI strongly supports the $50 million increase proposed for the McKinney-Vento Homeless Assistance Act, boosting funding to $1.636 billion for FY 2009 and $365 million will be needed just to renew rent subsidies for permanent supportive hosing units under the Shelter Plus Care program. NAMI also supports continuation of current policies requiring a minimum of 30% of overall McKinney-Vento funding for permanent housing, with a 25% local match for supportive services.

Continue Funding for Incremental Vouchers Targeted to Non-Elderly People With Disabilities

NAMI supports funding for an additional $30 million for new incremental vouchers under the Section 8 program targeted to non-elderly people with disabilities. Last year, Congress allocated $30 million for incremental vouchers for people with disabilities – the first time Congress had done so since FY 2002. NAMI supports additional funding for these vouchers to assist states in efforts to transition people with disabilities from institutional settings such as nursing homes and psychiatric hospitals as part of "Olmstead" plans and the "Money Follows the Person" initiatives at the state level.

Gaps in Funding for Project-Based Section 8 Must Be Filled for FY 2009

NAMI supports full funding to make up for the current gap in Section project-based funding and ensure 12 months of funds for renewal of the more than 1.4 million low-income households in these multifamily units – 2/3 of whom are elderly or disabled. The President's budget proposes $7.16 billion to for the Section 8 project-based account, and proposes an additional $400 million "advance appropriation" to be available on October 1, 2009 for FY 2010. Despite this proposed increase, this is still below what is needed for HUD to renew all contracts in FY 2009 with a full 12 months of funding. The difference between the total of $7.4 billion and the renewal figure of $7.16 billion is $239 million in administrative fees. The remaining shortfall is approximately $1.9 billion for FY 2009.

Full Funding for Section 8 Tenant-Based Rental Assistance is Critical
NAMI supports full funding for Section 8 sufficient to renewal all authorized vouchers. The President's budget proposes $16 billion for FY 2009 for Section tenant-based assistance. Contract renewals for Section 8 vouchers would be funded at approximately $14 billion, compared to the $15.5 billion needed to fund all authorized vouchers. According to the Center on Budget and Policy Priorities, this will mean a loss of 100,000 vouchers currently in use nationwide.

Continue Funding for Rental Assistance for the VASH Program
NAMI strongly supports the President's request for an additional $48 million to continue the "VASH" program – funding for rental assistance targeted to veterans with disabilities (including mental illness and co-occurring substance abuse disorders) experiencing chronic homelessness. This request is projected to fund housing assistance to 9,800 homeless veterans in a partnership with the VA to provide medical care and supportive services.

Support 100,000 Incremental Vouchers
NAMI supports funding in FY 2009 for 100,000 incremental vouchers, with at least 50,000 targeted to project-based production for extremely low-income (ELI) households (30% of area median income or below) – people with disabilities living on SSI are on average at only 18.5% of median income). This proposal is being led by Financial Services Committee Chairman Frank and is supported by a broad coalition of national organizations.

Conclusion
Chairman Olver and members of the Subcommittee, thank you for your support for improving housing opportunities for people living with serious mental illness and their families. NAMI looks forward to working with you toward enactment of a strong HUD budget for FY 2009.

NAHRO
building communities together

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Statement of
Saul N. Ramirez, Jr.
Executive Director, National Association of Housing and Redevelopment Officials
before the
House Appropriations Subcommittee on Transportation, HUD, and Related Agencies
April 16, 2008

Thank you for this opportunity to provide the National Association of Housing and Redevelopment Officials' (NAHRO) views on the Department of Housing and Urban Development's FY 2009 Budget. We also thank you for your ongoing, active oversight of HUD and its administration of federal programs. NAHRO's 23,000 members look forward to working with Chairman Olver, Ranking Member Knollenberg, and the Members of the Committee to ensure that our nation's housing and community development needs are adequately addressed as part of the FY 2009 budget and appropriations process.

Following a detailed review of the Administration's 2009 budget presentation, we believe the request not only calls into question the underlying justification for critical program funding cuts in FY 2009, but also raises a more fundamental question regarding the administration's plans to address well-documented and long-deferred housing and community development needs. A full listing of NAHRO's funding recommendations to help address current needs is attached to this letter. We hope you find this information to be helpful.

Housing has taken center stage of late as many families face foreclosure resulting from questionable, sub-prime lending practices. As the "first responders" to local housing needs, local housing agencies have already been called upon to assist families caught up in this crisis. Community development agencies are already searching for ways to help devastated neighborhoods to recover. Our members stand ready to continue to assist families and communities in need. Going forward, we welcome the opportunity to work with the Committee to design and later implement pragmatic responses to this crisis.

However, as the Committee is also well aware, the nation's housing and community development needs are larger and more longstanding than the mortgage crisis we now face. Consider the fact that nearly 14 million American families face severe housing needs, paying over 50 percent of their incomes toward housing costs or living in substandard housing. In communities nationwide, families face daunting waits for scarce rental housing assistance. In fact, on any given night, nearly 750,000 people, many of them children, are homeless.

In short, NAHRO believes that the administration's 2009 budget request, if adopted, would continue a pattern of large scale disinvestment in our nation's irreplaceable inventory of affordable housing and would undermine efforts to sustain vibrant communities by cutting or eliminating programs to revitalize our nation's community infrastructure.

In recent years, we have made the committee aware of our questions and concerns regarding significant funding reductions contemplated in affordable housing and community development programs. These questions are raised once again by the President's FY 2009 proposal. Going forward, we believe the larger question before the Congress is: What resources are necessary to sustain current levels of assistance to families and communities, and how does the nation begin to make progress toward addressing unmet needs? For example, how will we preserve 1.1 million units of public housing, renew all vouchers, maintain vital community and economic development services, and address the millions waiting for some form of assistance to secure decent housing? These are the questions your Committee, along with your colleagues on the Budget, authorizing, and Appropriations Committees in both houses, must resolve to address.

Among the more striking examples found in this budget, which we believe to be emblematic of the concerns noted above, is the administration's request for support of basic public housing operations through the Public Housing Operating Fund. The Department's own budget justification states that $5.3 billion is necessary to subsidize the 1.1 million families living in public housing, yet its budget request inexplicably asks for just $4.3 billion. It is safe to say that the FY 2009 budget request, which would fund local agencies' public housing operations at just 81 percent of need, would constrain local agencies' ability to administer public housing in a responsible way and, as a result, underserve those most in need. In sum, we believe this budget denies residents the quality of life in public housing that they deserve.

There are several additional recommendations in this budget request that merit reversal. For example:

- **Disinvestment in Public Housing Infrastructure:** The budget proposes $2.024 billion for the Capital Fund, a $415 million (17 percent) decrease compared with the amount provided by Congress for FY 2008 ($2.438 billion). This recommendation has been put forward for the second year in a row despite the fact that the HUD's own estimates of long term deferred maintenance are between $18 and $20 billion dollars.

- **No Disaster Planning for Public Housing**: Within the Capital Fund account, the budget does not request funding for public housing disaster relief. The budget narrative states that "FEMA disaster assistance is available for any needs that are not covered by the required property insurance." Despite HUD's assertion, however, disaster assistance from FEMA for PHAs has not been forthcoming in recent years. Differing HUD and FEMA interpretations of the agencies' Memorandum of Understanding (MOU) have meant that neither agency has stepped in to provide the funding necessary in a major disaster, save HUD's limited allocation of emergency capital funds.

- **HOPE VI Eliminated**: The President's budget proposes, once again, to zero out funding for the HOPE VI program. Instead, the administration intends to spend out the "remaining balance" in the program, which amounts to more than "$1.4 billion as of the end of 2006." Except for unawarded grants from FYs 2007 and 2008, however, this $1.4 billion is already committed to previously awarded grants. It is not available for new projects and awards as the administration seems to imply.

- **Deep Reductions in CDBG Formula Grants**: The President's FY 2009 proposal would fund Community Development Block Grant formula grants at $2.934 billion, a $659 million (18 percent) cut. This proposed cut is actually $865 million (24 percent) if one considers the administration's unrealistic proposal to offset FY 2009 funding by rescinding $206 million in prior-year, special-purpose grants. Amounts available to local communities would be further reduced if Congress adopted the Administration's proposal to set-aside $200 million of the remaining CDBG funding to support competitive "challenge grants" for communities pursuing targeted neighborhood revitalization.

- **Elimination of Economic Development Programs**: The budget proposes to eliminate the Section 108 Community Development Loan Guarantee program, the Brownfields Economic Development Initiative (BEDI), and the Rural Housing and Economic Development (RHED) program, arguing that "these programs are duplicative" and that "their activities are eligible to be funded by CDBG and other federal programs." Because they are valuable components of the federal community and economic development toolkit and should remain available to states and localities, NAHRO has consistently called upon Congress to fully fund HUD's economic development programs. The Section 108 program, for example, allows an entitlement community to borrow up to five times the amount of its most recent CDBG formula allocation in order to finance large-scale physical improvement projects. HUD's own Office of Community Planning and Development, during a recent briefing for public interest groups, suggested that the Section 108 program could be valuable to communities as a "source of funding to address problems created by the sub prime crisis" noted above. All three programs received funding under the FY 2008 omnibus appropriations act.

- **Insufficient Housing Voucher Assistance**: HUD's budget assumes $14.161 billion in FY 2009 appropriated funds for rental housing assistance voucher renewals, to be augmented by $600 million in agencies' net restricted assets, for a total of $14.8 billion. NAHRO's preliminary estimate is that $15.4 billion will be needed to support the voucher program in FY 2009. When compared with PHAs' voucher expenditures in calendar year 2008, HUD's budget request would leave the program significantly under funded at levels insufficient to cover inflation, let alone the renewal of approximately 14,000 incremental vouchers appropriated in FY 2008.

- **Underfunding Effective Administration of the Voucher Program**: HUD's budget request includes $1.4 billion for Housing Choice Voucher administrative fees, including $1.34 billion for ongoing fees of existing vouchers and up to $40 million for PHAs that need additional funding to administer new vouchers in FY 2009. As in recent years' recommendations, however, the nominal increases in these accounts will be insufficient to fully pay for needs for both ongoing and new vouchers, leading to likely downward prorations of administrative fees. Without sufficient funding for administration, local agencies will not be able to maximize the efficiency of available rental assistance dollars, will not be able to maintain program integrity, and will not be able to provide families with the services and support necessary to find appropriate housing.

- **Short-funding Project-Based Section 8 Contracts:** HUD's budget would provide $7 billion for the Section 8 project-based multi-family housing program for FY 2009, representing a $682 million increase (10.8 percent). In addition to the $7 billion, the budget proposes a $400 million advance appropriation, which would become available on Oct. 1, 2009, to bridge renewal funding into FY 2010. Recent HUD estimates of the amount needed to fully fund renewals for the full twelve-months of the contract term rather increments through September 30, 2009, have cited the need as $8.1 billion.

> NAHRO is concerned that the short-funding of contracts as proposed by the Department may increase owner uncertainty and hasten the loss of affordable housing.

Finally, we ask your assistance once again in ensuring sensible HUD implementation of the public housing asset management initiative. In the FY 2008 Appropriations Act, Congress enacted two common-sense provisions regarding HUD's implementation of asset management: Sec. 225, which exempted agencies with 400 or fewer units of public housing from the initiative and Sec. 226, which maintained current law regarding agency uses of Capital Fund monies. In its implementation, HUD has thwarted the intent of Sec. 225 in two ways. First, it has interpreted the provision as terminating in FY 2008 even though such a short term implementation would be illogical in context. Second, its implementation financially punishes agencies that seek to take advantage of the exemption, forcing many into unnecessary transition to asset management. We look forward to working with you to correct HUD's implementation of this recently-enacted provision.

Taken together, the budget request provides no assurance that well-documented housing and community development concerns will be resolved in FY 2009. This, in our opinion, places our invaluable affordable housing infrastructure at risk and thwarts our ability to undertake necessary revitalization of our neighborhoods and communities. Some will contend that larger, unrelated budget pressures necessarily limit funding for these accounts. However, those familiar with the nation's housing and community development assets fear that we will pay an even greater price for years of disinvestment in this infrastructure if we fail to recognize the economic downside of our inaction and continue to underfund these accounts.

Our public housing stock represents a seventy-year commitment to provide decent, safe, and affordable housing in this country. Local housing agencies, with few exceptions, preserve this inventory in a responsible and cost-effective manner. However, this is an older inventory that, like any other form of real estate, will deteriorate if its needs are unmet. The longer these needs are unaddressed, the more the cost of repairing the infrastructure grows. If let go too long, the price tag to sustain this inventory will become too great a burden on the federal budget. At that point, absent a plan to provide new affordable housing, families will, quite possibly, be displaced.

Thank you for this opportunity to outline our concerns and advance our recommendations on the FY 2009 HUD budget. Under your leadership, the committee has worked hard in recent years to improve upon a series of bad HUD budgets. We look forward to working with you once again this year to ensure that America's affordable housing and community development needs are addressed in FY 2009.

Attachment

NAHRO FY 2009 Funding Recommendations

Program ($ in Millions)	'08 Enacted	'09 Proposed	NAHRO Recommendation[a]
Public Housing Operating Fund	$4,200	$4,300	$5,300[b]
Elderly & Disabled Service Coordinators	[$15]	[$16]	$50
Public Housing Capital Fund	$2,439	$2,024	$3,500
Resident Opportunity & Supportive Services	[$40]	[$38]	$55
HOPE VI	$100	$0	$800
Safety & Security	$0	$0	$310
Tenant-Based Rental Assistance (Sec 8 Vouchers), Total	$16,391c	$15,881[c]	
Housing Asst. Payments	[$14,695] [c]	[$14,161] [c]	$15,400[d]
Admin Fees	[$1,351]	[$1,400]	$1,540
FSS Coordinators	[$49]	[$48]	$72
Tenant Protection Vouchers and Administration	[$200]	[$150]	Fully Fund
Project-Based Section 8	$6,382	$7,000	Fully Fund
Community Development Fund	$3,866	$3,000[e]	
Community Development Block Grant formula grants	[$3,593]	[$2,934] [e]	$4,500
Brownfields	$10	$0	$25
Rural Housing/Econ. Dev.	$17	$0	$25
Sec. 108 Loan Guarantees	$5	$0	$7
HOME	$1,704	$1,967	
HOME Formula Grants	$1,628	$1,901	$2,000
ADDI set-aside in HOME	[$10]	[$50]	
HOPWA	$300	$300	$300
Homeless Assistance Grants	$1,586	$1,636	At least $1,636[f]
Affordable Housing Production			$1,000[g]

[a] NAHRO requests are for stand-alone programs only. Blank indicates no position.

[b] Reflects the administration's own estimate of need.

[c] TBRA figures displayed on a program-year basis, consistent with appropriations bill language. HUD documents display figures on a fiscal year basis, which blends program years.

[d] Renewal of existing and incremental vouchers based on 2007 calendar year voucher leasing and cost data through September 30, 2007, inflated by blended BLS Consumer Price Index, Urban (CPI-U), Rent of Primary Residence component. Assumes a 96% utilization rate.

[e] The President's budget nominally requests $3.000 billion for the CD Fund for FY 2009. However, it offsets this amount by presuming the cancellation of $206 million in FY 2008 Economic Development Initiatives and other earmarks within the fund. The combination of the request and rescission results in a net FY 2008 appropriations request of just $2.794 billion for the CD Fund.

[f] NAHRO's proposed funding level for Homeless Assistance Grants is for existing McKinney-Vento programs and does not include the administration's proposed $50 million set-aside for the Samaritan Initiative.

[g] Affordable Housing Production should be derived from sources other than appropriations if possible.

Statement of

Ross B. Capon

Executive Director

National Association of Railroad Passengers

Submitted to the

Subcommittee on Transportation, Housing and Urban Development,
and Related Agencies
The Honorable John Olver, Chairman

Committee on Appropriations, U.S. House of Representatives

* * *

Fiscal 2009 Appropriation

* * *

April 16, 2008

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The National Association of Railroad Passengers strongly supports $1.785 billion as a minimum appropriation for Amtrak for Fiscal 2009 in the absence of a responsible request by the Bush Administration. There are two caveats below regarding rolling stock and infrastructure (sections III and IV) which would justify additional funding.

Looking forward, we strongly urge the next Congress and Administration to take seriously the $9 billion a year recommendation of intercity passenger train investments contained in the report of the National Surface Transportation Policy and Revenue Study Commission.

I. Strong Ridership Growth

Americans are turning to trains. Demand for all types of services is growing rapidly -- long distance, corridor, commuter rail and local transit. At Amtrak, demand for the first six months of fiscal 2008 (October-March) is up 12% compared with the same period of fiscal 2007. And ridership for all of Fiscal 2007, which Amtrak said marked "the fifth straight year of gains," was 6.3% higher than in FY 2006.

Sold-out trains on Amtrak means we don't have enough capacity to meet current demand, and certainly not the larger demand that is likely in the future as more people seek alternatives to high and rising gasoline prices and airline fares. As explained below, from a public policy standpoint, the increased popularity of energy-efficient trains is good.

II. It is Sound Public Policy to Support Trains

Fuel efficiency offers the most immediate and biggest potential for reducing CO2 emissions from transportation over the next three decades, partly because we are so far from developing radically advanced, low-carbon technologies to replace oil-based transportation energy. The emissions reduction policy measure that will have the most immediate impact is the one that will make greater use of the most fuel/carbon efficient forms of transportation.

It is in that context that we present the most recent data from the annual *Transportation Energy Data Book* (Edition 26, released in 2007), published by Oak Ridge National Laboratory, under contract to the U.S. Department of Energy. The following table shows 2005 data; the five modes shown are listed from most to least energy efficient:

Mode	BTUs per psgr-mile*
Amtrak	2,709
Commuter trains	2,743
Certificated air carriers	3,254
Cars	3,445
Light trucks (2-axle, 4-tire)	7,652

* BTU = British Thermal Unit; passenger-mile = one passenger traveling one mile

The aviation figure shown above is straight energy consumption; no multiplier is added although there is evidence that "radiative forcing" increases the negative environmental impacts of high altitude emissions.

III. How to Keep Ridership Growing

Amtrak has about 100 cars that need repairs before they can be returned to service. The FY 2008 budget apparently would accomplish very little in this regard. Similarly, it appears that little could be accomplished within what Amtrak has requested for FY 2009, since they are showing a significant drop in capital spending on both "passenger cars" and "locomotives." Passenger cars would drop $40.1 million or 22.5%, from $178.0 million this year to $137.9 million next year.

This issue also is complicated by the fact that, as a result of leaseback deals in the pre-Gunn years, Amtrak does not own many of "its" cars and the law, as we understand it, prohibits Amtrak's use of *capital* dollars to repair such cars.

With passenger demand already exceeding what Amtrak can supply today, we urge the subcommittee to sort through the above and take the necessary steps to maximize the number of cars Amtrak can operate.

We appreciate that Amtrak is working on developing a program to secure new equipment in cooperation with the states, and is working with them to standardize equipment design as much as possible. However, we are concerned at the lack of action with regard to equipment for the national network (long-distance) trains, where demand also is strong, and cars also are aging. It is essential that the federal funds become available to move both of these programs forward, the former in partnership with the states.

IV. Service Reliability

While there certainly are on-time performance issues which result from problems with railroad operating practices, there also are substantial delays caused by genuine track capacity issues. One of the biggest problems involves the Norfolk Southern mainline between Porter, Indiana, 26 miles east of the Illinois state line, and Chicago. This segment handles all of Amtrak's Michigan trains as well as Amtrak's two Chicago-Cleveland trains (*Lake Shore Limited* serving New York State, New York City and Boston; *Capitol Limited* serving Pittsburgh and Washington).

Paralleling this mainline is the abandoned former New York Central right-of-way (and associated drawbridges, still in place). Putting this back into service would go a long way to improve both passenger and freight operations, addressing the on-time performance concerns that Rep. Kaptur expressed at your February 26 hearing and which have adversely affected many of Rep. Knollenberg's constituents. This is one major example of the sorts of projects that could blossom under an adequately funded federal program to jointly fund railroad projects with states.

V. Hudson River Tunnels

One other geographically specific project demands comment: the current plan of New Jersey Transit to build two tunnels under the Hudson River which would not connect with existing New York Penn Station and which would lead to a dead-end, deep cavern station so far under 34th Street as to render questionable the ability to extend the top three tracks to Grand Central, while the bottom three tracks clearly could not be extended. To us it is appalling that $7.6 billion would be spent on new tunnels while leaving existing Penn Station and all intercity service just as dependent on two century-old tunnels in 2017 as now. As we have testified to New Jersey Transit and written to the governors of New York and New Jersey, it is inconceivable that the continent's strongest market opportunity for rail to ameliorate aviation congestion could remain one incident away from rail paralysis. Even without an incident that closes those tunnels for any length of time, basic track maintenance needs are increasingly in conflict with growing demand for weekend service for both intercity and commuter train services.

VI. Back Pay

Our $1.785 billion request includes both the $1.671 billion that Amtrak formally requested *and* the additional $114 million to fulfill the new contracts. Amtrak's February 20 Grant and Legislative Request handless the $114 million oddly: "However the 60% (or $114 million) of the 'back pay' payment the PEB [Presidential Emergency Board] requested be made in FY 2009 is not included in this 2009 request, nor do we believe it will be covered by increased net revenues. While Amtrak does not have the means to pay the additional 60%, the PEB made clear its belief that the decision to fund this amount lies with Congress."

The fact that President Bush appointed President Emergency Board 242 underlines the probability that "anti-union" deviations from those recommendations would lead to another, unproductive round of strike threats. The PEB, in its executive summary discussion of wages, says "the Parties' proposals were close, without reference to the retroactive issue." The $4,500 "signing bonus" that Amtrak proposed (and felt it could afford) is reasonably close to the 40% of back pay the PEB recommended for FY 2008.

On April 3, a union official testified (before your Senate counterparts) that "for the first time in a long time, labor peace is possible—if Amtrak complies on back pay." The reference is to the $114 million in delayed back pay due in FY 2009 which, in the circumstances, seems a reasonable price to pay to enable Amtrak and its unions to realize "peace," to eliminate uncertainty for travelers, and to enable management and labor to focus on growing the system in line with the nation's needs.

The alternative approach of relying on an end-of-year cash balance to cover the $114 million would be unwise because the remaining cash on hand would be inadequate for responsible management of a $3+ billion corporation like Amtrak. While it is unfortunate that Amtrak did not forthrightly request the $114 million, we agree that the board arguably would be failing in its fiduciary responsibility to recommend "swallowing" the $114 million. As Alex Kummant testified April 3, "it's early to project end-of-year cash. Last year, we came within three weeks of running out of cash by the time we got our first grant in February."

VII. Work Rules

We have supported reasonable efforts to improve productivity, believing that such efforts will facilitate service expansion that provides services travelers need while increasing the number of good jobs on and related to passenger trains. It is widely known that the PEB "does not recommend any of Amtrak's requested changes." However, rail labor submissions to the PEB noted that Amtrak can increase productivity within the scope of existing contracts. Also, the new contracts become amendable in just over 19 months which leaves room for hope that all parties, informed by the recent process, can approach the issue more effectively.

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NATIONAL CONGRESS OF AMERICAN INDIANS

NATIONAL CONGRESS OF AMERICAN INDIANS TESTIMONY ON THE ADMINISTRATION'S FISCAL YEAR 2009 BUDGET REQUEST FOR TRANSPORTATION AND HOUSING

House Committee on Appropriations Subcommittee on Transportation, Housing, and Urban Development, and Related Agencies
April 16, 2008

On behalf of the National Congress of American Indians, we are pleased to present testimony on the Administration's Fiscal Year 2009 budget request for transportation and housing programs. We look forward to working with this Committee to ensure that the critical programs and initiatives funded at levels which will ensure their long term effectiveness.

BACKGROUND:

Housing:

A successful start in life depends on safe, quality and affordable housing, which helps to prevent and alleviate other physical and social problems from occurring, including lack of educational achievement and poor health. These types of problems make it difficult to obtain and maintain employment, creating further economic hardship for Indian families. The Native American Housing and Self-Determination Act (NAHASDA) allowed tribes to be more resourceful in creating homes for their members. NAHASDA modernize how Native American housing funds are provided by recognizing tribes' authority to make their own business decisions. Tribes have been able to increase capacity housing and improve infrastructure conditions in Indian Country. However, housing need continue to rise as do the maintenance needs of Housing and Urban Development (HUD) homes.

Because of NAHASDA, tribes are better able to address the needs of their communities. In 1995, 20% of tribal residents lacked complete plumbing. This number was reduced to 11.7% by 2000, although it is still far higher than the 1.2% for the general population. In 2000, 14.7% of tribal homes were overcrowded, a drop from 32.5% in 1990. Despite improvements, severe conditions still remain in some tribal homes, with as many as 25 - 30 people living in houses with as few as three bedrooms. Native Americans are also becoming homeowners at an increasing rate, 39% more from 1997 to 2001. Fannie Mae's investment in mortgages increased exponentially, from $30 million in 1997 to more than $640 million in the most recent 5 year period.

Although tribes have the desire and potential to make headway in alleviating the dire housing and infrastructure needs of their communities, tribes' housing needs remain disproportionately high and disproportionately underfunded. Due to funding levels and population growth tribal housing entities are only able to maintain the status quo.

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Transportation:
The nearly 56,000 mile system of Indian Reservation Roads (IRR) is the most underdeveloped road network in the nation[1]—yet it is the primary transportation system for all residents of and visitors to American Indian and Alaska Native communities. Over two-thirds of the roads on the system are unimproved dirt or gravel roads, and less than 12 percent of IRR roads are rated as good.[2] The condition of IRR bridges is equally troubling. Over 25 percent of bridges on the system are structurally deficient.[3]

Building a transportation system that allows for safe travel and promotes economic expansion will help us strengthen our tribal communities while at the same time making valuable contributions to much of rural America. Surface transportation in Indian Country involves thousands of miles of roads, bridges, and highways. It connects and serves both tribal and non-tribal communities.

Tribal communities share much the same obstacles as rural communities in addressing how to improve transportation needs. NCAI has diligently worked with tribal governments to find solutions for improving the transportation infrastructure of Indian Country. Tribes are pro-active in this effort through the legislative process, by building partnerships with other entities, and by generating revenue to assist in financing their transportation projects.

Even though great strides have been made, there is still a tremendous need to address the terrible conditions of surface transportation on tribal land. These conditions significantly impact the daily lives of tribal members and the entire governments of tribal nations. Tribal communities as well as rural America require a proper infrastructure if they are both to become thriving hubs of economic growth and opportunity.

Economic development cannot occur without a solid foundational infrastructure that must involve adequate surface transportation. Improving transportation systems sets the stage for economic development. Connecting people within tribal communities and to the areas and communities that surround Indian Country is vital for business, industry, and labor. Sustaining both the tribal communities and surrounding communities through viable surface transportation systems improves the lives of all involved.

Another important reason for improving transportation systems is to enhance public safety. Insufficient transportation systems increase the risk factor for law enforcements and emergency personnel in responding to emergency situations. The fatality rate on roads on the Indian Reservation Road (IRR) System has the highest national average. Inadequate roads are a major contributor to vehicle crashes. These emergencies cost tribes millions of dollars each year in lost productivity, property damage, higher insurance premiums, medical and rehabilitative treatment. And that still does not factor in the human suffering of victims and their families. The poor condition of many tribal roads and bridges jeopardizes the health, safety, security and economic well-being of our tribal members. This environment creates dangerous and deadly situations for all who drive within Indian Country.

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[1] Bureau of Indian Affairs, Transportation Serving Native American Lands: TEA-21 Reauthorization Resource Paper (2003).
[2] *Id.*
[3] *Id.*

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

The President proposed increased funding for the Indian homeownership program; however he proposed decreases in other Indian programs in the HUD. The Section 184: Indian Housing Loan Guarantee Program, $420 million for FY 2009, in an increase of over $53 million over the enacted FY 2008 amount. This increase is to promote homeownership and to address the lack of mortgage capital on tribal lands The President's request for FY 2009 proposes the amount of $627 million for Native American Housing Block Grant, an amount similar to his request for FY 2008. In addition, the President's Budget FY 2009 request $57 million for Indian Community Development Block Grant, a decrease of $5 million from enacted FY 2008 amount..

Native American Housing Block Grant: The President's request for FY 2009 proposes the amount of $627 million for Indian Housing Block Grant.

- **NCAI recommends $750 million, which would maintain funding at the FY2002 level adjusted for inflation.**

Indian Community Development Block Grant: These funds are dedicated to improve not only housing but the overall economy and community development of tribal communities. Community development includes a variety of commercial, industrial and agricultural projects.

- **This budget area has faced numerous and devastating reductions over the last few years and its funding needs to be increased to a more realistic level of $77 million.**

Section 184 Program: Created in 1992, the Section 184 program provides 100% reimbursement to private lenders in case of default. Tribes have been successful in participating in this program with little to no defaults. Under Section 184, tribes or tribal members can purchase an existing home or obtain single-close construction loans for a stick-built or a manufactured home on a permanent foundation, rehabilitation loans or a purchase and rehabilitation loan. This underutilized program continues to grow as TDHEs expand their housing programs beyond low-income programs, tailoring them to meet the needs of their people.

- **NCAI recommends $420 million for Section 184.**

DEPARTMENT OF TRANSPORTATION

Federal-aid Highway Program: The President proposed essentially flat funding for Indian programs in the Department of Transportation. The President has proposed for the Federal-aid Highway Program of $39.6 million a slight increase from $39,585,000 for enacted FY 2008. Indian tribes receive funding under the Federal Lands Highway Program (FLHP), which improves the access to and within federal lands such as Indian reservations.

- **NCAI recommends the authorized amount of $450 million for Indian Reservation Road Programs**

Pipeline and Hazardous Materials Safety Administration-Emergency Preparedness Grant: The Pipeline and Hazardous Materials Safety Administration provides funding to Indian tribes, States, and local governments under their program. This program primarily focuses on reducing serious hazardous materials and pipeline transportation. This agency provides training and planning grants to Indian tribes to improve hazardous materials emergency preparedness. The funding request for FY 2009 is leveled for this program in the amount of $28 million.

- **NCAI recommends the $28 million for Emergency Preparedness Grant.**

Highway Traffic Safety Grant: The National Highway Traffic Safety Administration (NHTSA) which gives grant funding to Indian tribes, States, and territories under their Highway Traffic Safety Grant, includes; the supports for highway safety initiatives; to improve traffic records and other data systems for safety traffic information; and alcohol-impaired driving countermeasures incentives for addressing alcohol driving incidents. For FY 2009, the funding level for this program is elevated from the enacted FY 2008 in the amount of $599 million. According to USC Tribes receive one and half percent of the total allocation amount. Statutorily, Indian tribes are eligible to receive two percent of the total appropriation authorized amount from NHTSA funding amount.

- **NCAI recommends that authorized amount of $4.3 million for Indian tribes from NHTSA.**

Statement of Commissioner Astrid C. Glynn
New York State Department of Transportation
on the Fiscal Year 2009
U.S. Department of Transportation Appropriations

Submitted to:
Subcommittee on Transportation, Housing and Urban Development,
and Related Agencies
House Committee on Appropriations
The Honorable John W. Olver, Chairman

April 15, 2008

The New York State Department of Transportation (NYSDOT) appreciates the opportunity to present testimony on the Fiscal Year 2009 transportation appropriations.

New York State is fortunate to have one of the largest and most diversified multimodal transportation systems in the nation, providing essential mobility as evidenced by the following annual statistics:

- More than 141 billion vehicles miles driven on over 113,000 miles of highways and 17,000 bridges statewide;
- Approximately 2.6 billion passenger trips provided by more than 130 public transportation operators;
- Approximately 1.5 million riders utilized Amtrak's Empire and Adirondack services, and more than 7.5 million rail passengers passed through Penn Station using Amtrak;
- Over 73 million tons of freight transported on 3,500 miles of rail;
- Approximately 84 million passengers served by over 500 public and private aviation facilities; and
- Four port authorities and numerous private ports handled over 150 million tons of freight.

Thanks to New York State's extensive support for public transportation, it has the lowest per capita use of energy for transportation of any state in the nation. Energy consumption per capita for transportation is approximately two-thirds of the national average.

In developing the FY 2009 Transportation Appropriations legislation, the State of New York asks that you consider and endorse the following:

Support Funding for Transportation Programs at SAFETEA-LU Authorized Funding Levels

New York is deeply concerned with the President's FY 2009 budget, which reduces federal funding for several programs to levels below authorized amounts. New York particularly urges you to adhere to the funding levels suggested in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) authorizing legislation, rather than those proposed in the President's FY 2009 budget, in the following areas:

- The President's FY 2009 budget proposal of $39.4 billion falls well short of the SAFETEA-LU funding guarantee of $41.2 billion for the nation's highways. Despite the Administration's claims that SAFETEA-LU authorizations are being met if calculated over the entire lifetime of the bill, its budget proposal clearly leaves highway funding short of the authorized levels that states such as New York need.

- The demand for Capital Investment Grants (CIG), particularly New Starts funding, far exceeds the level of funding authorized in SAFETEA-LU, yet the president's budget proposes a $190 million reduction in CIG program funding. In New York, the East Side Access and Second Avenue Subway projects are priority New Starts projects that will relieve congestion on the busiest transit system in the nation. At a time when gasoline prices are at a premium, federal investment in mass transit is essential to reducing the nation's reliance on foreign oil.

- Zero funding is proposed by the president for both the Next Generation High Speed Rail program and the Railroad Rehabilitation and Improvement Financing (RRIF) Program. There are few federal financing tools available to states and railroads for investment in rail passenger or freight. Freight traffic nationwide is projected by USDOT to double in the next 20 years. Some experts say freight traffic will quadruple in the immediate vicinity of key international freight hubs such as the Port of New York and JFK Airport in New York City. SAFETEA-LU authorizes $100 million per year for the Next Generation High Speed Rail program and $35 billion for the RRIF program, a credit enhancement program for rail freight and passenger investments. Congress should provide funding at the levels authorized in SAFETEA-LU for both of these important federal rail investment programs.

- While a long term solution for intercity rail passenger service is being developed, short-term funding should be provided to operate existing service and ensure that critical maintenance and "state of good repair" capital investments can continue. Intercity passenger rail should be funded at $1.78 billion, as called for in Senate Bill S 294. The Administration's budget request of $800 million is significantly less than the $1.325 billion appropriated by Congress in FY 2008, and well below what Amtrak needs to meet its commitments for operations, service, and debt payments; it would effectively shut down the nation's passenger rail system if passed. Amtrak President Alex Kummant recently noted that the labor agreement recommended by the Presidential Emergency Board under the terms of the Railway Labor Act requires Amtrak to provide significant retroactive wage increases to its employees in 2009. The impact of increased labor costs will be exacerbated by skyrocketing fuel prices and health care costs. Specifically, the Subcommittee is encouraged to ensure that work continues on critically needed bridge repair projects and life-safety work in the New York and Baltimore tunnels.

- The Administration once again proposes a $100 million state capital investment program, in which states would apply to the Federal Railroad Administration (FRA) for grants for up to 50 percent of the cost of capital investments necessary to support improved intercity passenger rail service. While New York applauds this provision, it believes that this federal-state partnership should be modeled on the highway and transit programs, with an 80/20 federal-state funding share, a dedicated source of federal funding, and a strong role for states in decision-making. Further, the FY 2008 provision calls on the FRA to give priority to capital and planning applications to projects that "improve or extend service on a route that requires little or no Federal assistance for its operations." This criterion should be expanded to also consider the value of capital investments made by states and localities in stations, track, signals, and rolling stock. New York hopes this program becomes part of a larger national intercity passenger rail strategy which establishes a strong, ongoing federal-state partnership, brings physical assets up to a state of good repair, provides corporate transparency and accountability at Amtrak, and expands competition in the delivery of intercity passenger rail service.

- As the debate over the reauthorization of the aviation program proceeds through Congress, New York supports funding the aviation programs at the FY 2008 level or higher. The President's budget proposal includes a significant restructuring of the aviation program in the absence of authorizing legislation and it appears to reduce funding from FY 2008 levels. Aviation funding for FY 2009 should be based on the existing program structure until reauthorizing legislation is complete.

Rescissions of Highway Funding

New York is very concerned about rescissions of unobligated federal highway funding. Rescissions are a symptom of the chronic federal underinvestment in the nation's transportation system. Since 2002, Congress has rescinded nearly $20 billion in highway funding. Section 10212 of SAFETEA-LU rescinds another $8.543 billion in highway contract authority at the end of FY 2009. New York's share of that rescission is just under $400 million.

Under the new pro rata rescission requirement, not only do states have very little flexibility to mitigate the programmatic impact of rescissions, but the new pro rata rescission requirement also has the unintended consequence of potentially reducing obligation authority. Specifically, unlike the other highway programs, every dollar in the Equity Bonus category has a dollar of obligation authority or other spending authority behind it. When states are forced by the new pro rata requirement to rescind Equity Bonus funds, they forfeit not only contract authority, but also obligation authority, resulting in a real loss of precious highway funding. Rescissions now cut to the bone.

New York urges Congress to eliminate the practice of rescissions to avoid the disruption of planned investments in every state and allow for the full delivery of much needed transportation improvements.

Highway Trust Fund Shortfall

New York is most concerned with the Administration's proposal to address the shortfall in the Highway Account of the Highway Trust Fund (HTF) by "borrowing" money from the Transit Account.

Last August, the U.S. Treasury Department, in its mid-year projection of revenues into the HTF warned of a $4.3 billion gap at the beginning of FY 2009, making it impossible to fully fund the highway program authorized under SAFETEA-LU. Because of the nature of highway funding, a shortfall of $4.3 billion requires a reduction in federal highway obligation authority of $16 billion.

The Administration's FY 2009 budget proposal now estimates the shortfall in the Highway Account at $3.3 billion, based upon slower than expected outlays and a projected negative Revenue Aligned Budget Authority. The American Association of State Highway and Transportation Officials (AASHTO) estimates that this represents a program reduction of $12 billion on October 1 unless some corrective action is taken. The Administration proposes to borrow up to $3.3 billion from the Mass Transit Account to cover the shortfall in the Highway Account.

New York strongly opposes this "rob Peter to pay Paul" strategy. It will only serve to delay by one year the necessity to act to ensure sufficient revenue to the HTF to sustain highway programs at current levels. At the same time, it will accelerate a looming shortfall in the Mass Transit Account, potentially leaving that account in the red as soon as FY 2011. The nation's infrastructure needs are enormous, and we must continue to support maximum funding for all modes. With transit funding already reduced in the President's FY 2009 budget, any further reduction of this vital component of a multimodal transportation system is tremendously counterproductive and short sighted.

The solution proposed by the Senate Finance Committee in Title II of the American Infrastructure Investment and Improvement Act of 2007 (S 2345) provides a short term solution to the HTF crisis in a way that meets both highway and transit critical needs. The bill restores highway trust fund revenue previously used for emergency highway and bridge repairs, increases fuel tax evasion efforts, and modifies the treatment of certain tax-exempt fuel sales. These short-term measures address the FY 2009 highway account shortfall without impacting transit funding.

A long-term solution to the HTF crisis will require significant attention from the authorizing committees to examine, analyze, and select alternative funding mechanisms to meet the financial needs of the nation's transportation systems. New York strongly believes that a comprehensive, sustainable, diversified portfolio of federal revenue is needed to address the diverse investment needs of the Nation's entire surface transportation system.

On behalf of the New York State Department of Transportation, thank you for this opportunity to present testimony. I appreciate your leadership in supporting the nation's transportation systems.

TESTIMONY OF AMY S. ANTHONY,
PRESIDENT, PRESERVATION OF AFFORDABLE HOUSING, INC.,

SUBMITTED TO THE U.S. HOUSE OF REPRESENTATIVES APPROPRIATIONS SUBCOMMITTEE ON
TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT AND RELATED AGENCIES

APRIL 23, 2008

Thank you for holding hearings, and for providing owners of affordable housing an opportunity to share our perspectives, regarding the challenges of working with the Section 8 housing assistance program. I am very pleased to have the opportunity to submit written testimony on this issue for inclusion in the records of the Appropriations Sub-Committee on Transportation, Housing and Urban Development and Related Agencies.

I am the founder and President of Preservation of Affordable Housing, Inc. ("POAH"), a national 501(c)(3) non-profit organization dedicated to rescuing and restoring affordable rental housing, particularly those housing developments at risk of being removed from America's affordable housing portfolio. POAH is known nationally for its ability to structure innovative financing and close complex deals which preserve the long-term affordability of these communities for the elderly and disabled, working families and others priced out of the housing market. Through our wholly owned subsidiary, Preservation Housing Management, Inc. ("PHM"), we also manage these properties and provide supportive services to the residents. Currently, POAH owns over 4,800 apartments in 39 communities, across 8 states and the District of Columbia. Our properties range from a 297 unit elderly community in Troy, Michigan, to a 745 unit family community in Independence, Missouri and a 252 family development in Northampton, Massachusetts, to cite a few examples. On average, the incomes of residents in POAH housing are only 30 to 50% of median.

Like many others in the industry, POAH has experienced a variety of problems stemming from recent Section 8 funding shortfalls, including difficulties renewing Section 8 contracts, receiving payment of the Section 8 housing assistance and closing transactions. To date, POAH has been able to mitigate most of the impacts on our own organization and on the properties themselves, although we may not be able to continue to do so. More troubling, we have not had the resources to mitigate the impacts on our residents and on our vendors, a situation which will likely worsen in the absence of attention from this Sub-Committee.

Factual Background

Many of the problems POAH has experienced stem from delayed renewal of the Section 8 contracts, which is a precondition for release of the housing assistance payment. POAH has routinely encountered contract renewals which have been delayed by two to four months. Of seven properties with contract renewal dates of September 1, 2007, six were not renewed until late November or early December, 2007. A few examples illustrate the nature of the problem.

- Section 8 payments for our 66 unit "Maplewood Manor" community, located in Webb City, Missouri, were suspended for four months pending renewal of the contract. The housing assistance payment for the months of September through

December, in the total amount of $113,758, was not received until December, 2007. This represented 87% of the total operating expenses of the community for that 4-month period.

- Section 8 payments for our 119 unit "Glenwood Manor" community, located in Springfield, Missouri, were suspended for five months. The housing assistance payment for the months of November through March, in the total amount of $244,115, was received at the end of March, 2008. This represented 85% of the total operating expenses of the community for that 5-month period.
- The Section 8 contract for our 70 unit "Country Club Village" community, also located in Springfield, Missouri, was up for renewal in January, 2008. As of April 22, 2008, the contract had still not yet been renewed, nor payments made, and the property is owed $131,520.

Not all of the payment problems have been limited to the initial payments following a contract renewal. In some cases, the problem has recurred through the year. For example, at our "Fieldstone Apartments" community in Narragansett, Rhode Island, the September contract renewal was delayed until November, resulting in three months of housing assistance being paid in a single, retroactive lump sum. However, the non-payment resumed in January and the Department of Housing and Urban Development ("HUD") only just recently caught up, in April, 2008, with a payment representing four months of housing assistance.

In other cases, the Section 8 contract has only been renewed for a short period, as we have experienced at the Grove Parc community, in Chicago, Illinois. Grove Parc is not owned by POAH but is managed by our affiliate, Preservation Housing Management. In this case, the Section 8 payment, including a rent increase for the period from April, 2007, through April, 2008, was only recently released (although part of this delay was attributable to late submission of the request for a rent increase). While this $582,000 payment avoided a serious cash-flow problem for the property, the contract was only renewed for 90 days, indicating that the crisis could be repeated in three months.

The most immediate and concrete consequences of the Section 8 funding shortfalls have been on our residents and on our vendors. So far, POAH has been able to mitigate the consequences of the current funding shortfalls on the properties, on the organization as a whole and on the underwriting and closing of housing preservation transactions.

Consequences for Individuals and Vendors

The most troubling consequence from the Section 8 payment delays is the impact on our lowest-income residents. Property owners manage the pass-through of the federal government's utility subsidy for the lowest income residents of subsidized housing, disbursing utility reimbursements ("negative rents") within five days of receipt of the funds from HUD. The Section 8 funding shortfalls delay the payment of these government benefits to the individual households. A few examples illustrate this problem.

- "Donna" is a 26-year-old single woman living in our Glenwood Manor property. She has an annual income of $2,029, or $169 per month. Due to the delayed Section 8 payment, she received the pass-through of $240 in federal government utility assistance on March 11, 2008, covering utility payments for all of the winter months of November, 2007, through March, 2008.

- "Felicia" is a 25-year-old woman living in our Maplewood Manor community. This single mother is raising her 2-year-old and 6-year-old children on an annual income of $3,504 ($292 per month). Due to the delayed Section 8 payment, she received the pass-through of $210 in federal government utility assistance on December 27, 2007, covering utility payments for the months of September through December, 2007.

These families, and the others like them whose utility reimbursements were delayed, are faced with the choice of paying their utilities out of already-meager monthly budgets or, more likely, not paying their utility bills. They may also have experienced late fees, finance charges, or, in the worst case scenario, reconnection fees As the residents contract with the local utility companies directly, we do not know whether any families experienced utility disconnections as a result of HUD's Section 8 funding practices.

While we would like to advance these funds as a charitable act, its is simply not possible for the properties to do so, given their own contractual obligations such as payroll and the very slim margins governing property operations. In fact, property staff have been challenged to manage the tight cash-flow situation. They have had to defer maintenance of the properties themselves in order to avoid incurring new costs, thankfully only on a short-term basis so far. More significantly, they have had to delay paying vendor invoices. The properties suffering from delayed Section 8 payments have stopped paying invoices before the 30-day mark. As the cash flow problems continue, the properties may be forced to extend their accounts payable to 45 or 60 days. Business practices such as these lead vendors to raise prices to compensate themselves for irregular payment patterns, increasing the properties' operating costs and ultimately the costs to the federal government of supporting these affordable housing units.

In addition, as a mission-driven management organization, we would like to support small businesses or local businesses from within the low-income neighborhoods where our properties are located. These organizations are least able to manage delayed payments. If this pattern of delayed payment under the Section 8 contracts continues, we will need to balance the desire to support local, low-income and minority-owned businesses with the risk that HUD's payment patterns will over-stress the financial capacity of these historically disadvantaged businesses.

Consequences for Existing Properties

So far, Preservation Housing Management has been able to mitigate the cash flow problem by managing accounts payable and by borrowing against the property's "replacement reserves" – the escrow of funds put aside for long-term capital improvements such as replacing the heating equipment or the roof. However, if the HUD payment problems hit a property which has recently completed a major capital upgrade, or for some other reason has not yet built up sufficient reserves, the property could be almost immediately thrown into crisis. The Grove Parc community in Chicago is at risk of this. The turnaround associated with our takeover of this property requires that we spend the replacement reserves on essential improvements over the next several months in order to return the property to safe and sanitary conditions and to meet HUD's inspection standards.

To date, the ability to borrow against our replacement reserve escrows has allowed us to avoid layoffs and defaults on the mortgages. However, the properties have deferred payment of the management fees to Preservation Housing Management, influencing PHM's decisions about potential hiring and growth.

Consequences for New Transactions

Finally, POAH has seen the Section 8 payment issues affect our affordable housing transactions. The most tangible impact to date was a significant delay in the closing of our Eastgate transaction in Springfield, Massachusetts. Eastgate is one of a portfolio of five properties that POAH purchased from MB Properties last year. Due to the Section 8 payment issues, we were not able to close the financing for this transaction on schedule. In this case, the seller was willing to complete the transaction with respect to the other four properties in the portfolio, and we were subsequently able to close on the Eastgate property when the Section 8 issues were resolved three months later. However, had the seller been less cooperative, it could have derailed the entire portfolio purchase, in which case over 550 affordable apartments could have converted to market rents.

The Section 8 funding effect has also surfaced in the underwriting and syndication of these affordable housing preservation transactions. As the low-income housing tax credit syndication market has shifted in the last few months, equity investors have tightened their underwriting requirements. We have been told informally that investors may seek larger reserves against Section 8 shortfalls and funding delays, adding significant extra costs – potentially hundreds of thousands of dollars – to the transaction budgets.

We have also been told that investors may underwrite only the market rents, not the Section 8 subsidy, significantly reducing the property's capacity to support debt service and reducing the resources available for the transaction. This concern is particularly acute given that the recent Housing Assistance Payment contracts have introduced new language regarding HUD's obligation to make the housing assistance payments. Previously, the contract was for a term of several years, subject to annual appropriations. The new language states that the funding is for a period of three months, with payment for the remainder of the year, and for future years, subject to annual appropriations. This language is presumably HUD's response to increasingly uncertain Section 8 appropriations, and this language has increased investors' anxieties about underwriting the Section 8 rents.

As an organization dedicated to preserving the availability of affordable housing for America's low-income households and to the well-being of the families living in our communities, the inadequate, and unpredictable funding of the Section 8 housing assistance payments significantly complicates our task. We respectfully request that the Appropriations Sub-Committee take action to fully fund the Section 8 housing assistance payments. Only with a predictable payment forecast can we, and those in similar situations, maintain sound business practices with respect to our properties and our vendors. Increased predictability will also allow us to grow, undertaking new transactions and hiring the staff necessary to support this important work. Finally, full and predictable appropriations will allow HUD to fulfill the expectations of our lowest-income residents with respect to the payment of utility reimbursements.

I hope this information is useful to the Members of the Sub-Committee as you consider balancing the challenges owners face when working with the Section 8 housing assistance program with the challenges the federal government faces in administering it. I very much appreciate the opportunity to share these examples and anecdotes. Thank you again for accepting this testimony and please don't hesitate to contact me if you need any additional information.

Railway Supply Institute, Inc.
50 F Street, NW
Suite 7030
Washington, DC 20001

The Honorable John W. Olver
Chairman
House Subcommittee on Transportation, Housing and Urban Development and Related Agencies
House Committee on Appropriations
2358 Rayburn House Office Building
Washington, DC 20515-6027

Tuesday, April 08, 2008

Dear Mr. Chairman,

The Railway Supply Institute (RSI) appreciates the opportunity to provide this committee with our views on important transportation funding policy.

Established in 1908, RSI is the international association of suppliers to the nation's freight, passenger rail systems, and rail transit authorities. The domestic railway supply industry is a $20 billion a year business with some 500 companies employing 150,000 people. Approximately twenty-five percent of sales involve Amtrak, commuter railroads and transit authorities. A strong national freight and passenger rail system will not only continue to sustain good paying domestic jobs but will lead to future job creation as well.

RSI supports both our nation's freight and passenger rail operations. Today we will focus on passenger rail service. Unfortunately, in our view, our transportation policy places entirely too much emphasis on those modes of transportation that have the inverse effect on the issues mentioned above.

We need a strong, national railroad passenger system that contributes to reducing dependence on foreign oil; reducing carbon emissions into the atmosphere; reducing congestion on our highways; improving transportation safety; reducing airport congestion; and that will enhance our ability to move vast numbers of people in emergency evacuation situations (i.e. 9/11, Katrina, etc).

As representatives of those who supply our nation's railroad industry, we submit that a more balanced national transportation policy that places more emphasis on rail will significantly contribute to meeting our nation's stated policy objectives that are designed to make this nation stronger.

That is why we urge this committee to reject the administration's proposed cuts in rail passenger service and support Amtrak's Fiscal Year 2009 appropriation request of $1.671 billion. However, if policy makers are truly serious about achieving the above stated objectives, then we need to do much more than just allowing Amtrak to survive on a year to year basis. And, certainly get away from the annual starvation budget for rail passenger service.

Last August, the Wall Street Journal wrote that just the increase in ridership alone on the Acela's on Amtrak's Northeast Corridor was "enough new passengers to fill 2,000 Boeing 757 jets". Just imagine running more corridor operations that would do more of that and the impact that could have on fuel consumption and carbon emissions. Amtrak needs more equipment and investment in railroad infrastructure so it can expand capacity allowing it to move more people by rail. By doing that, it will help reduce short distance flights and auto trips.

At a time when we are considering capping air traffic in some of our busiest airports, wouldn't it make more sense to have a federal policy that encourages the development of rail corridors that will reduce the need for short distance air travel and free up valuable air slots at airports? Such a policy would not only reduce airport congestion but would aide in reducing fuel consumption.

In addition,

- Air transportation produces significant levels of CO_2. Air emissions effects are greater at high altitudes.
- Airliner fuel use triples during the takeoff climb, and sometimes in descent, making short distance trips inefficient and adding unnecessarily to airport congestion.
- Rail travel could efficiently replace short distance air travel and longer distance highway trips, while reducing greenhouse gas emissions if we had a policy that encouraged more rail passenger corridor development.

Former airline executives, (Gordon Bethune-Continental/Robert Crandall-American) have publicly stated that the U.S. should do what governments in Europe and Asia have long done—building high speed rail lines for short distance travelers and freeing up runway space for long distance flights. States all over this country are interested in adopting policies that reward and encourage energy efficient, low-emissions transportation modes like passenger rail and corridor development. The federal government needs to be a partner with those states.

Mr. Chairman, we are here to urge you and the members of this committee to focus your attention on the benefits of rail passenger service and, perhaps, even follow some of the recommendations of the National Surface Transportation Commission which clearly states that "intercity passenger rail is ... more energy efficient than many other modes of passenger transportation." That same report goes on to say that the average intercity passenger rail train produces 60 percent lower carbon dioxide emission per passenger mile than the average auto, and half the carbon dioxide emission per passenger mile of an airplane.

These facts suggest that federal transportation policy should do more to develop those modes of transportation that we already know are efficient. Perhaps our policy should measure the value of rail passenger service in a way that will reflect its overall value and enhance other policy objectives rather than only measuring the pure cost of the service as we do today.

Instead of measuring the "loss-per-passenger-mile" on Amtrak trains maybe this committee should entertain other measures like "carbon emission reduction per-passenger-mile" or "reduction in VMT" (vehicle miles traveled).

Why not require a Fuel Efficient/Carbon Emission Impact Statement similar to the Environmental Impact Statement that will give transportation policy makers a different measurement tool that will actually help to gage the progress (or lack of it) in reducing fuel consumption and carbon emissions.

Above all, we would urge the committee and Congress to provide full funding for Amtrak and to resist micro-managing their activities. If Congress wants Amtrak to operate more like a business, it should treat it like a business and have an arms-length relationship allowing the Board of Directors to be responsible for setting management objectives.

Clearly there are things Amtrak can do to be more efficient but dictating operational reforms for specific on-board services or a marketing strategy should be left to the Board of Directors and its management oversight and not spelled out in statutory language. Allow the Amtrak Board to be responsible and accountable for the actions of the corporation. The whole purpose for having a Board of Directors is to provide management with a general direction and hold management to the policies it sets.

Once Congress begins to dictate policies to management, it becomes part of the problem. We believe that the appropriate role of Congress should be to make policy, provide funding, and engage in oversight. The Appropriations Committees have a responsibility to work in the best interests of the nation, making funding decisions that can set the foundation for a strong economy and a brighter future for all Americans. Support for rail passenger service is part of the solution for many of our nation's concerns over congestion and pollution.

We applaud the committee for its wisdom in providing the initial funding for the Intercity Passenger Rail Grant Program last year. In addition, Federal Railroad Administrator Joseph Boardman deserves credit for proposing this concept and for recommending an additional $100 million to expand the current program to assist the states in being more aggressive in improving intercity rail passenger service. This is one of those areas where Amtrak, the states, Congress and the Administration can all agree needs to move forward and we hope this committee will do its best to fully fund this proposal.

Your continued support for rail passenger service is good public policy and good for the nation.

Thank you for the opportunity to present our views.

Sincerely,

Thomas D. Simpson

Executive Director – Washington, DC

Statement of the City of San Marcos, Texas

Loop 82 Railroad Overpass Project
San Marcos, Texas

Submitted to the
Appropriations Subcommittee on Transportation,
Housing and Urban Development, and Related Agencies

United States House of Representatives

By

The Honorable Susan Narvaiz, Mayor
City of San Marcos, Texas

April 28, 2008

Mr. Chairman and Members of the Subcommittee:

On behalf of the City of San Marcos, Texas, I am pleased to submit this statement in support of our request for project funding for fiscal year 2009.

The City of San Marcos requests an appropriation of $10 million from the Transportation, HUD & Related Agencies Subcommittee to complete the funding for a vitally needed $25 million railroad overpass on Aquarena Springs Drive (Loop 82), a major state highway in San Marcos, Texas.

Background

San Marcos has 50,371 residents, plus an estimated 13,000 commuting students who are part of our 28,500-student campus at Texas State University, all within the city limits. The city is located in the heart of the Interstate 35 corridor halfway between Austin and San Antonio, Texas.

Aquarena Springs Drive (Loop 82) is a major entryway into San Marcos and the primary access point for Texas State University from Interstate 35. In addition to traffic generated by commuters and residents, Aquarena Springs Drive carries heavy traffic from numerous university housing and large apartment complexes located along this busy thoroughfare. Aquarena Springs Drive averages an estimated 32,000 vehicles per day.

San Marcos has an elevated railroad crossing on only one state highway and 20 at-grade railroad crossings throughout the city. Union Pacific Railroad tracks completely bisect San Marcos, with most crossings located within one mile of downtown, including the Aquarena Springs Drive crossing. An average of 47 trains travel through San Marcos every 24 hours. The existing at-grade crossing on Aquarena Springs Drive results in increased risk for automobile/railroad conflicts and significant trip delay.

In February 2005, a freight train transporting hazardous materials derailed in the center of San Marcos near a heavily populated neighborhood about 1.6 miles from Aquarena Springs Drive. While no one was injured and no hazardous materials were spilled, the incident raised the level of concern about the lack of safe passage at railroad crossings along major thoroughfares in San Marcos.

Cost Sharing

The Loop 82 Aquarena Springs Drive overpass project has been approved by the Texas Department of Transportation (TXDOT) and Union Pacific Railroad, and preliminary design has begun. Approximately $15 million in railroad safety funds have been allocated to this $25 million dollar project. As of October 2007, design was scheduled to be completed by April 2011, with construction to begin in August 2011.

The City of San Marcos has received voter approval to allocate $932,800 in tax-supported general obligation bonds as our local share to pay for the realignment of local roadways associated with the railroad overpass. As noted, the Texas Department of Transportation has set aside $15 million in railroad safety funds for the bridge. However, the recent financial shortfalls at TXDOT have caused the state agency to halt all work on this important project.

Community Safety Issue

The $10 million dollar shortfall has effectively stopped a project that addresses a critical issue of health, safety and welfare in our community. Loop 82 was identified by the Texas Department of Transportation as the only other state highway on which a railroad overpass can be constructed in San Marcos. In December 2006, the City of San Marcos and TXDOT opened the first railroad overpass on Wonder World Drive (FM 3407) on the south end of San Marcos, a project that took us more than 25 years to achieve.

Design, right-of-way acquisition and construction of a 4-lane railroad overpass on Aquarena Springs Drive (Loop 82) with associated frontage roads will improve railroad safety, traffic safety, mobility and air quality in San Marcos. We believe that it is a matter of safety and community health and welfare to build this overpass and create an unobstructed access to Texas State University and downtown San Marcos.

The City of San Marcos sincerely appreciates your consideration of this request for funding in the fiscal year 2009 cycle and respectfully requests your support.

Statement of the City of San Marcos, Texas

Airport Improvements Request
San Marcos Municipal Airport
San Marcos, Texas

Submitted to the
Appropriations Subcommittee on Transportation,
Housing and Urban Development,
And Related Agencies
United States House of Representatives

By

The Honorable Susan Narvaiz, Mayor
City of San Marcos, Texas

April 16, 2008

Mr. Chairman and Members of the Subcommittee:

On behalf of the City of San Marcos, Texas, I am pleased to submit this statement in support of our request for project funding for fiscal year 2009.

The City of San Marcos requests federal funding for the San Marcos Municipal Airport to accomplish improvements that are in the public interest. The improvements are described in the three specific project components listed below:

• Northside Infrastructure Development	$2,021,250
• New Terminal Building	$4,725,000
• Fixed Base Operator (FBO) Facility	$1,575,000
Total Request	$8,321,250

The San Marcos Municipal Airport is a public general aviation classified as a reliever airport within the National Plan of Integrated Airport Systems. The airport is owned and operated by the City of San Marcos, Texas. It is located just east of Interstate Highway 35 on Texas Highway 21 approximately 30 miles south of Austin and 45 miles north of San Antonio in one of the fastest growing corridors in Texas.

The airport is part of a closed military base; the remainder of the former Air Force Base is occupied by the United States Department of Labor's Gary Job Corps Center. When the base was closed and divided in 1966, the Job Corps retained the portion of the property with the buildings and other amenities, while the City of San Marcos was given the aeronautical facilities consisting of runways, taxiways, and the parking apron.

This arrangement has resulted in a "bare bones" airfield that lacks the support structure to sustain an economically viable modern airport. We have adequate aeronautical facilities and real estate, but few other vital facilities. In addition, current legislation provides for airport capital improvement funding assistance through the Federal Aviation Administration for aviation infrastructure, but not for the type of improvements that this airport needs.

The City of San Marcos requests assistance to transform the airport into a modern, self-sustaining enterprise benefiting not only the local community, but the region as well. After analysis and master planning, we have determined that the three project components herein described will produce the "biggest bang for the buck." These components represent our highest priorities and most immediate needs, and they will be a highly visible indicator that the San Marcos Municipal Airport is on the move. We are firmly convinced that these improvements will initiate further development and attract private investment that will far surpass the amount that we are seeking in federal support.

The following program descriptions outline our three-part request:

1. **North Side Infrastructure Development -- $2,021,250**

The layout of the former Gary Air Force Base is such that all the buildings and developed area of the base are to the south of the airfield. When the base was divided between the Gary Job Corps Center and the San Marcos Municipal airport, the airport was given only a thin sliver of land on the south side to provide access and support the airfield. There is not enough room for all the support facilities such as hangars, maintenance shops, and terminal buildings that an active airport requires.

However, on the north side of the airfield is real estate that has never been developed. One prime piece of this area consists of approximately 40 acres of very desirable airport land that fronts Texas Highway 21 and borders an existing taxiway that will become the main taxiway for the entire north side development. Except for the absence of infrastructure, it is the prime location on the airport. The area requires access roads, including a main airport entrance, drainage improvements, aircraft ramps and aprons, existing taxiway pavement reconstruction, and utilities. It also needs a seed project to stimulate private investors to move into the area.

Our plan proposes to construct the infrastructure and then to build approximately 50 nested T-hangars in two or three city-owned buildings. Our planning estimate for the cost to implement this project is $2,021,250. San Marcos Airport received $1,575,000 in appropriations funding for FY 2008, leaving $2,021,250 needed to complete the infrastructure project. We are also convinced that once this north side development ball starts to roll, the future of the new San Marcos Municipal Airport will shift from the current limited and constrained south side to the several hundred acres of prime undeveloped land available on the north side.

2. **New Terminal Building -- $4,725,000**

The commercial, economic, and public service hub of a modern airport is the public terminal building. The terminal building provides public amenities such as a waiting room or lounge , airport administration offices and public meeting rooms, restrooms, flight planning facilities and communications links to obtain flight planning information, commercial lease space for on-site businesses such as restaurants, retail shops, rental car facilities, and other aviation-related commercial activities.

An airport's facilities will be the first thing a business traveler will see, and it is those facilities which represent the City of San Marcos. These facilities are sorely lacking in our present airport configuration, and the existing terminal building is undersized to meet existing demand, much less provide room for growth. The planned terminal building planning concept is for a modern, state-of-the-art building of approximately 10,000 square feet first floor and total cost estimated at $4,725,000. This terminal building will be the seed project to stimulate private investors and other commercial and corporate business to move into the area. Lease payments and other airport fees would offset this investment; and the investment is calculated to be a profitable enterprise for the airport in the long term.

3. Fixed Base Operator (FBO) Facility -- $1,575,000

For general aviation operations, airport activity centers on the Fixed Base Operator (FBO). This facility is where the transient and airport-based pilots and aircraft operators buy fuel and obtain direct support for their flights. It is also a place where transient and airport-based pilots can arrange to have their aircraft serviced, repaired, and hangared overnight or longer when required.

It is again opportune that the San Marcos Municipal Airport has an established FBO that is capable of accomplishing these vital services if a facility were available for them to lease. We propose that a modern, state-of-the-art FBO facility be constructed to meet the airport's present and future commercial requirements. The approximately 30,000 square foot structure would be primarily hangar space with an attached business, repair shop, and office area. Cost is estimated at $1,575,000. Lease payments and other airport fees would offset this investment; and the investment is calculated to be a profitable enterprise for the airport in the long term.

The 1,356 acre San Marcos Municipal Airport is a potential economic dynamo for this region of Central Texas. The three airport improvement components that we are proposing will result in an increase in activity and private investment. This is a good investment of public revenue that will result in more high-paying aviation jobs, an increased tax base, and more direct revenues in the form of airport fees and rents. Our airport will also better serve the aviation needs of the region and spur further growth, development, and prosperity for our citizens. These projects are grounded in sound public policy principles. They will result in excellent value for the American taxpayer and for the traveling public that will utilize the facilities.

Cost-Sharing

The City of San Marcos will contribute real estate on the north side of the airport for the three components of the airport project. The value of the local municipal government in-kind share is estimated at $832,125. Additionally, our development code will require new developers to share the costs for infrastructure extensions (water lines, waste water lines, roadways, etc.) We estimate this cost share value to be approximately $1,500,000.

The City of San Marcos sincerely appreciates your consideration of these requests for funding in the fiscal year 2009 cycle and respectfully requests your support.

CONEG
COALITION OF NORTHEASTERN GOVERNORS

Governor Jim Douglas, Chair
Governor David A. Paterson, Vice-Chair
Anne D. Stubbs, Executive Director

April 16, 2008

The Honorable John W. Olver
Chairman
Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
Committee on Appropriations
United States House of Representatives
2358 Rayburn House Office Building
Washington, DC 20515

The Honorable Joe Knollenberg
Ranking Member
Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
Committee on Appropriations
United States House of Representatives
1016 Longworth House Office Building
Washington, DC 20515

Dear Chairman Olver and Ranking Member Knollenberg:

The Coalition of Northeastern Governors (CONEG) is pleased to share with the Subcommittee on Transportation, Housing and Urban Development, and Related Agencies this testimony on FY2009 appropriations for transportation and community development programs. The CONEG Governors appreciate the Subcommittee's longstanding support of funding for the nation's highway, transit, and rail systems and critical community development programs. We understand the particularly difficult fiscal challenges and complex, interlocking issues that the Subcommittee faces in crafting this appropriations measure. We urge the Subcommittee to continue the strong federal partnership so vital for a national, integrated, multi-modal transportation system. This network underpins the competitiveness of the nation's economy, broadens employment opportunities, and contributes to the efficient, safe, environmentally sound, and energy smart movement of people and goods.

In summary, the CONEG Governors call for:

- SAFETEA-LU authorized levels for the combined highway, public transit and safety programs, and express concern with highway funding rescissions;
- Transit security grant funding as authorized in P.L.110-53 (H.R. 1);
- Funding Amtrak at $1.78 billion with provisions for Amtrak's legal obligations for back pay, and including $801.4 million for capital investments such as bridge repair, system-wide security upgrades, and life-safety improvements to the Northeast Corridor tunnels;
- Continuation of Amtrak reform initiatives for transparency, accountability, and consultation with state partners;
- $100 million for the State Intercity Passenger Rail Grant program;
- Funding for such important passenger and freight rail programs as Railroad Relocation Program, Swift Rail Development, Next Generation High Speed Rail, Nationwide Differential Global Position System, and the Advanced Technology Locomotive Grant program;
- Modest increase in funding for the Surface Transportation Board; and
- Funding the Community Development Block Grant program at $4.1 billion.

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We thank the Subcommittee for this opportunity to share the views of the Coalition of Northeastern Governors, and we stand ready to provide you with any additional information on the importance of the transportation and community development programs.

Sincerely,

Jim Douglas
Chair
Governor of Vermont

David A. Paterson

David A. Paterson
Vice-Chair
Governor of New York

Jon S. Corzine
Lead Governor – Transportation
Governor of New Jersey

Enclosure

Statement of the Coalition of Northeastern Governors
to the Subcommittee on
Transportation, Housing and Urban Development, and Related Agencies
Committee on Appropriations
United States House of Representatives
Regarding FY2009 Appropriations for Transportation and Community Development Programs
April 16, 2008

The Coalition of Northeastern Governors (CONEG) is pleased to share with the Subcommittee on Transportation, Housing and Urban Development, and Related Agencies this testimony on FY2009 appropriations for transportation and community development programs. The CONEG Governors appreciate the Subcommittee's longstanding support of funding for the nation's highway, transit, and rail systems and critical community development programs. We understand the particularly difficult fiscal challenges and complex, interlocking issues that the Subcommittee faces in crafting this appropriations measure. We urge the Subcommittee to continue the strong federal partnership so vital for a national, integrated, multi-modal transportation system. This network underpins the competitiveness of the nation's economy, broadens employment opportunities, and contributes to the efficient, safe, environmentally sound, and energy smart movement of people and goods.

Transportation

Surface Transportation

The Governors recognize the impending shortfall in the Highway Trust Fund and the still-uncertain outcome of proposed short-term solutions. However, we urge the Subcommittee to fund the combined highway, public transit, and safety programs at the FY2009 levels authorized in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This level of federal investment is necessary to sustain the progress made under SAFETEA-LU to improve the condition and safety of the nation's highways, bridges, and transit systems.

Continued and substantial federal investment in these infrastructure improvements – in urban, suburban, exurban, and rural areas – is necessary to safely and efficiently move people and products and support the substantial growth in freight movement projected in the coming decades. A significant increase in public investment is needed to keep America competitive in a global economy. According to the majority report of the National Surface Transportation Policy and Revenue Study Commission, at least $225 billion annually is needed from all sources – public (federal, state and local) and private – for the next 50 years to upgrade the existing infrastructure system to a state of good repair and to create the advanced system that can sustain and ensure strong economic growth nationwide.

Specifically, the CONEG Governors urge the Subcommittee to:

- support a federal aid highway obligation limit at the authorized level of $41.2 billion; and

- fund public transit at the authorized funding level of $10.3 billion, including full funding for Formula and Bus Grants, the Capital Investment Grants, and the Small Starts Programs.

The Governors also urge the Subcommittee to fund the Transit Security Grant program at the full $750 million as authorized in P.L. 110-53 (Implementing Recommendations of the 9/11 Commission Act of 2007). This critically needed funding makes the federal government a partner with state and local governments and public transportation authorities in enhancing the security of the nation's public transportation systems and their tens of millions of riders.

While recognizing the difficult decisions facing the Congress, the Governors are also concerned about several techniques – actual or proposed – to manage the Highway Trust Fund and appropriations outlays. For example, the recent practice of mandating how to rescind unobligated highway funding is now cutting into the states' ability to make planned investments and deliver much needed transportation improvements.

The Governors also oppose the Administration's proposal to cover the projected shortfall in the Highway Account of the Highway Trust Fund by transferring $3.2 billion from the Mass Transit Account to the Highway Account. This proposal would jeopardize the future of public transportation funding while sidestepping the underlying problem facing the Highway Account. A more appropriate short-term solution is timely action on the proposals to secure additional revenues to the Highway Account contained in Title II of the American Infrastructure Investment and Improvement Act of 2007 (S. 2345) currently pending in the Senate.

Rail

Rising fuel prices and congested highways and airways make intercity passenger rail an ever more vital component of a national, balanced transportation system. Increasing market demand for intercity passenger rail travel is creating unique opportunities for growth in Amtrak's revenue. Amtrak's ability to respond to these opportunities requires substantial and on-going maintenance and "state of good repair" capital investments essential for the reliable, on-time service that attracts and retains ridership.

The Governors request that the Subcommittee provide $1.78 billion in FY2009 federal funding for Amtrak, with specific funding levels provided for operations, capital, and debt service. We recognize that Amtrak faces a one-time need for additional funding in FY2009 to meet its legal obligations for "back pay" as part of the Presidential Emergency Board recommendations, which are close to final ratification.

A funding level of $801.4 million in FY2009 for capital improvements is critically needed for the "state of good repair" improvements to aging infrastructure and equipment. These capital investments are vital to Amtrak's ability to deliver efficient, reliable, quality service nation-wide. We particularly encourage the Subcommittee to ensure that Amtrak can continue bridge repair projects underway on the Northeast Corridor, as well as the system-wide security upgrades and the life-safety work in the New York, Baltimore, and Washington, D.C. tunnels as authorized under P.L. 110-53 (Sections 1514 and 1515).

The Governors recognize that the Subcommittee has initiated internal Amtrak reforms while intercity passenger rail authorization legislation is pending. We welcome the Subcommittee's consistent commitment to continued transparency and accountability in Amtrak's financial and data systems, and to meaningful collaboration in its dealings with state partners. This guidance, including the requirement that Amtrak consult with its state partners and report to the Congress on the results of those discussions, has set the stage for productive coordination and information-sharing, particularly on the future of the Northeast Corridor Network.

The CONEG Governors appreciate the Subcommittee's leadership in creating and providing initial funding for the State Intercity Passenger Rail Grant Program. This program provides an important foundation for a vibrant federal-state partnership that will bring expanded, enhanced intercity passenger rail service to corridors across the nation. We urge the Subcommittee to provide the requested $100 million for this program, and to ensure that ten percent is directed to corridor development planning and that an additional five percent to essential education and outreach initiatives.

A number of other national rail programs are important components of the evolving federal-state-private sector partnerships to enhance passenger and freight rail across the country. We encourage the Subcommittee to provide funding for the Rail Relocation Program, the Swift High Speed Rail Development Program, the Next Generation High Speed Rail program, and the Nationwide Differential Global Position System effort – all of which benefit passenger rail and freight rail systems. In addition, initial funding for the Advanced Technology Locomotive Grant Pilot Program, created in Section 1111 of the Energy Independence and Security Act of 2007, would be an important first step to assist the railroads and state and local governments in a transition to energy-efficient and environmentally friendly locomotives for freight and passenger railroad systems.

The CONEG Governors also support a modest increase in funding for the Surface Transportation Board (STB) above the overall $26.3 million provided in FY2008. This funding level will allow the STB to provide critical oversight as the nation's rail system assumes increasing importance for the timely, efficient, and environmentally sound movement of people and goods across the nation.

Community Development

The CONEG Governors urge the Subcommittee to provide at least $4.1 billion for the Community Development Block Grant (CDBG) program. The CDBG program enables states to provide funding for infrastructure improvement, housing programs, and projects that attract businesses to urban, suburban, exurban, and rural areas, creating new jobs and spurring economic development, growth and recovery in the nation's low income and rural communities.

The CONEG Governors thank the entire Subcommittee for the opportunity to share these priorities and appreciate your consideration of these requests.

Testimony prepared by
Richard A. Anthes, President of the
University Corporation for Atmospheric Research (UCAR)
Submitted 16 April 2008, to the
Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
U.S. House of Representatives Committee on Appropriations
Regarding FY 2009 Appropriations for the
Federal Highway Administration (FHWA) and the Federal Aviation Administration (FAA)

On behalf of the **University Corporation for Atmospheric Research (UCAR)** and the university community involved in weather and climate research and related education, training and support activities, I submit this written testimony for the record of the House Committee on Appropriations, Subcommittee on Transportation, Housing and Urban Development, and Related Agencies

UCAR is a consortium of 71 universities that manages and operates the National Center for Atmospheric Research (NCAR) and additional research, education, training, and research applications programs in the atmospheric and related sciences. The UCAR mission is to serve and provide leadership to the atmospheric sciences and related communities through research, computing and observational facilities, and education programs that contribute to betterment of life on Earth. In addition to its member universities, UCAR has formal relationships with over 100 additional undergraduate and graduate schools including several historically black and minority-serving institutions, and 40 international universities and laboratories. UCAR is supported by the National Science Foundation (NSF) and other federal agencies including the **Federal Highway Administration (FHWA), and the Federal Aviation Administration (FAA).** I would like to comment on the FY 2009 budgets for these agencies.

The Federal Highway Administration

The FY 2009 budget request for the FHWA should support the Administration's and the country's commitment to a safe, efficient, and modern surface transportation system. Weather research and intelligent transportation system (ITS) technology significantly contributes to this commitment. According to the National Academy of Sciences, adverse weather conditions obviously reduce roadway safety, capacity and efficiency, and are often the catalyst for triggering congestion. In the U.S. each year, approximately 7,000 highway deaths and 450,000 injuries are associated with poor weather-related driving conditions. This means that weather plays a role in approximately 28 percent of all crashes and accounts for 19 percent of all highway fatalities.

Road Weather Research and Development Program
Request: $3.3 million

Bad weather contributes to 15 percent of the nation's congestion problems; the economic toll of weather-related deaths, injuries and delays is estimated at $42 billion per year. The Road Weather Research and Development Program (Section 5308 in the SAFETEA-LU authorization bill) funds the collaborative work of surface transportation weather researchers and stakeholders. This work is potentially life saving for the users of the national surface transportation system. Much has been accomplished already in understanding and developing decision support systems to address the impact of poor weather on the surface transportation system including congestion. For example, State Departments of Transportation (DOTs) have already benefitted from the development and implementation of real world decision support solutions, including the Winter Maintenance Decision Support System which has been successfully demonstrated by 23 state DOTs, and the Clarus System, a research and development initiative to demonstrate and evaluate the value of integrating and processing data from state DOT weather observation systems across the nation. However, additional resources are required to develop technologies that will support improvements in traffic and emergency management to develop, test, and implement solutions nationally that will reduce congestion and save lives.

A fully funded Road Weather Research and Development Program could support such activities as developing technologies that would integrate weather and road condition information in traffic management centers, improved understanding of driver behavior in poor weather, developing in-vehicle information systems and wireless technologies that provide warnings to drivers when poor weather and road conditions exist, improving the understanding of the impact of weather on pavement condition, and developing new active control strategies (e.g., signal timing and ramp metering) optimized for poor weather and road conditions.

SAFETEA-LU (Section 5308) contains language that established the Road Weather Research and Development Program within the FHWA ITS Research and Development Program, with annual authorized funding at $5.0 million (significantly less than the National Research Council's recommendation of $25.0 million). This road weather research program is well supported by numerous organizations including the American Association of State Highway and Transportation Officials (AASHTO), the Intelligent Transportation Society of America (ITSA), the Transportation Research Board (TRB), the National Research Council (NRC), State Departments of Transportation (DOTs), numerous commercial weather service companies, and the American Meteorological Society (AMS). Improved safety, capacity, efficiency and mobility, of the national roadway system will benefit the general public, commercial trucking industry, State DOT traffic, incident and emergency managers, operators and maintenance personnel. Environmental benefits will be realized due to improved efficiency in the use of anti-icing and deicing chemicals for winter maintenance, reduced congestion, and improved mobility. ***I urge the Committee to fund the Road Weather Research and Development Program at the authorized level of $5.0 million, at a minimum, in FY 2009.***

Federal Aviation Administration (FAA)

Fliers nationwide are stuck in an air traffic jam. Famous for delays, Chicago, New York, and most recently, Newark airports, have all reached travel capacity, forcing them to reduce the number of flights in and out. To make matters worse, it is estimated that by 2025 U.S. air transportation will increase two to three times. Today's existing air traffic control system will not be able to manage this staggering growth rate. Fortunately, the federal government has proactively responded by undertaking an unprecedented initiative: the Next Generation Air Transportation System (NextGen). While a joint effort involving a number of agencies, the FAA has taken the lead by developing a budget that truly supports developing and implementing NextGen. The FAA accounts mentioned in this testimony all support the much-needed transformation of the National Airspace System.

Research and Engineering Development Account (RE&D)
The following programs can be found within the RE&D section of the FY09 FAA budget request.

Weather Program
Request: $16.9 million

According to the FAA, 70 percent of flight delays are caused by weather. A key area for NextGen is using advanced forecasting techniques and shared information among all system users – dispatchers, pilots and controllers. FAA's Weather Program is a research program focused on improved forecasts of atmospheric hazards such as turbulence, icing, thunderstorms and restricted visibility. Improved forecasts enhance flight safety, reduce air traffic controller and pilot workload, and enable better flight planning and productivity. The request of $16.9 million, however, is essentially flat; in real terms, it is down. To truly reduce delays associated with weather, it is essential this program be provided at least $20 million. Enhanced research and improved technologies will result in longer forecast lead times, increased accuracy and ultimately, more efficiency and safer skies. Two years ago, the request for the Weather Program was $19.5 million, but has declined since. ***I urge the Committee to support the goals of NextGen and provide the Weather Program $20.0 million, at a minimum, in FY 2009.***

Weather Technology in the Cockpit
Request: $8 million

Weather, according to the FAA, is more than twice as likely to cause general aviation fatalities as any other factor and is also the largest cause of general aviation fatalities in the United States, equating to 200 deaths annually. Weather uplinks in the cockpit, when combined with a thorough preview of the weather during pre-flight planning and other cockpit weather avionics, will help ensure that general aviation pilots increase awareness and reduce accidents. *Weather Technology in the Cockpit*, a new and innovative program, will provide a common weather picture to pilots, controllers, and users, and will expedite flight planning and decision-making. "Cockpit weather" applied research will focus on hardware and software standards, integrate weather information, and prototype forecasting products for the flight deck. ***I urge you to support the FY 2009 request of $8 million, which will revolutionize the way pilots and controllers receive and use weather information in real-time.***

Joint Planning and Development Office (JPDO)
Request: $20 million

The multi-agency Joint Planning and Development Office (JPDO) has accomplished much since its inception five years ago. The JPDO has a challenging mandate: to coordinate and manage six agencies focused on bringing NextGen online by 2025. It has completed its integrated work plan on how NextGen will improve safety, security, mobility, efficiency, and capacity to transform the nation's air transportation system. Recently, the Secretary of Transportation tasked the JPDO to develop an action plan that would accelerate implementation of NextGen. The plan will address constraints and opportunities in both the near- and mid-term. After the action plan is approved, the intent is for the partner departments and agencies to start immediate implementation. ***In order to move forward with this directive, I urge the Committee to fund the Joint Planning and Development Office at the FY 2009 request of $20 million.***

Wake Turbulence
Request: $10.1 million

Aircraft in flight create wake turbulence, dangerous swirling air masses that trail from aircraft wingtips. Better detection and forecasting of wake turbulence is a key element in the FAA's safety program. Research results and technologies derived from the Wake Turbulence program will allow airports and airlines to operate more efficiently, increasing capacity and safety, by providing a better understanding of this phenomenon. ***I urge the Committee to support the FY 2009 request of $10.1 million for the wake turbulence program.***

Atmospheric Hazards/Digital System Safety
Request: $4.8 million

The Atmospheric Hazards/Digital System Safety Research Program focuses on reducing the number of accidents or potential accidents associated with aircraft icing. The program promises to develop and test technologies that detect icing, predict anti-icing fluid failure, and ensure safe operations both during and after flight in icing conditions. ***To prevent the number and severity of icing-associated accidents, I urge you to support the FY 2009 request of $4.8 million for this life-saving program.***

Within FAA's Air Traffic Organization – Capital Programs, I would ask that you pay particular attention to the following critical programs:

NextGen Network Enabled Weather (NNEW) and Reduced Weather Impact
Request: NNEW: $20 million Reduced Weather Impact: $14.4 million

The current weather dissemination system is inefficient to operate and maintain. Information gathered by one system is not easily shared with other systems. This leads to redundant and inconsistent information, and in many cases information not being universally available or used leading ultimately to suboptimal decisions. The complementary goals of NNEW and RWI are to integrate tens of thousands of global weather observations and sensor reports from ground-, airborne-, and space-based sources into a single national (eventually global) weather information system, constantly updated as needed. This integration will be enabled by system-wide availability of observational and forecast weather information to all NextGen users, service providers, military planners, security personnel, and the flying public. The key word is "information." No longer will it be necessary to manually gather and integrate diverse weather data to realize a coherent picture of the weather situation -- that will be accomplished with automation assistance prior to dissemination to interested parties. This will enable "common situational awareness" of the weather, and rapid dissemination of any changes.

The request of $20 million for NNEW is significantly more than the FY2008 enacted level of $7 million, which illustrates the FAA's commitment to NextGen. Because NextGen Network Enabled Weather and the Reduced Weather Impact Program are directly aligned with the goals of a flexible, safe, efficient air traffic system, ***I urge you to support the FY 2009 request of $20 million for NNEW and $14.4 million for Reduced Weather Impact.***

Wind Profiling and Weather Research-Juneau
Request $1.1 million
In the late 1990s, after two 737s encountered severe turbulence during departure from the Juneau Airport, the FAA mandated a system be developed to provide high-wind alerts to pilots

at the airport. The Wind Profiling and Weather Research-Juneau program supports the design and development of the Juneau Airport Wind System (JAWS), an operational system designed to detect and warn of wind and airport turbulence hazards. This will result in reduced severe delays and flight cancellations. The FY09 request of $1.1 million, however, is a dramatic cut, which is extremely disruptive to the research program. ***In order to complete the work of developing this turbulence alerting system, I urge the Committee to support the FY 2008 enacted level of $4.0 million for Wind Profiling and Weather Research-Juneau.***

* * * * * * * * * * * * *

On behalf of UCAR, as well as all U.S. citizens who use the surface and air transportation systems, I want to thank the Committee for the important work you do that supports the country's scientific research, training, and technology transfer. We understand and appreciate that the nation is undergoing significant budget pressures at this time, but a strong nation in the future depends on the investments we make in research and development today. We appreciate your attention to the recommendations of our community concerning the FY 2009 FHWA and FAA budgets and your concern for safety within the nation's transportation systems.

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